NYPL RESEARCH LIBRARIES
3 3433 06249557 1

Digitized by the Internet Archive
in 2008 with funding from
Microsoft Corporation

http://www.archive.org/details/queensboroughnew00cham

QUEENS BOROUGH
NEW YORK CITY
1910-1920

ISSUED BY THE
CHAMBER OF COMMERCE
OF THE
BOROUGH OF QUEENS
NEW YORK CITY
1920

An Invitation

The Chamber of Commerce of the Borough of Queens, New York City, believing that the information set forth in this publication will convince you of the advantages, attractions and possibilities of Queens Borough from an industrial, commercial, residential and financial standpoint, takes this opportunity of extending a cordial invitation –

¶ To Builders – *to construct homes, stores and factories of every description in every section of Queens Borough.*

¶ To Financial Institutions – *to invest in the present and future greatness of Queens Borough.*

¶ To Manufacturers – *to establish their factories in Queens Borough and thus avail themselves of its unusual economic advantages.*

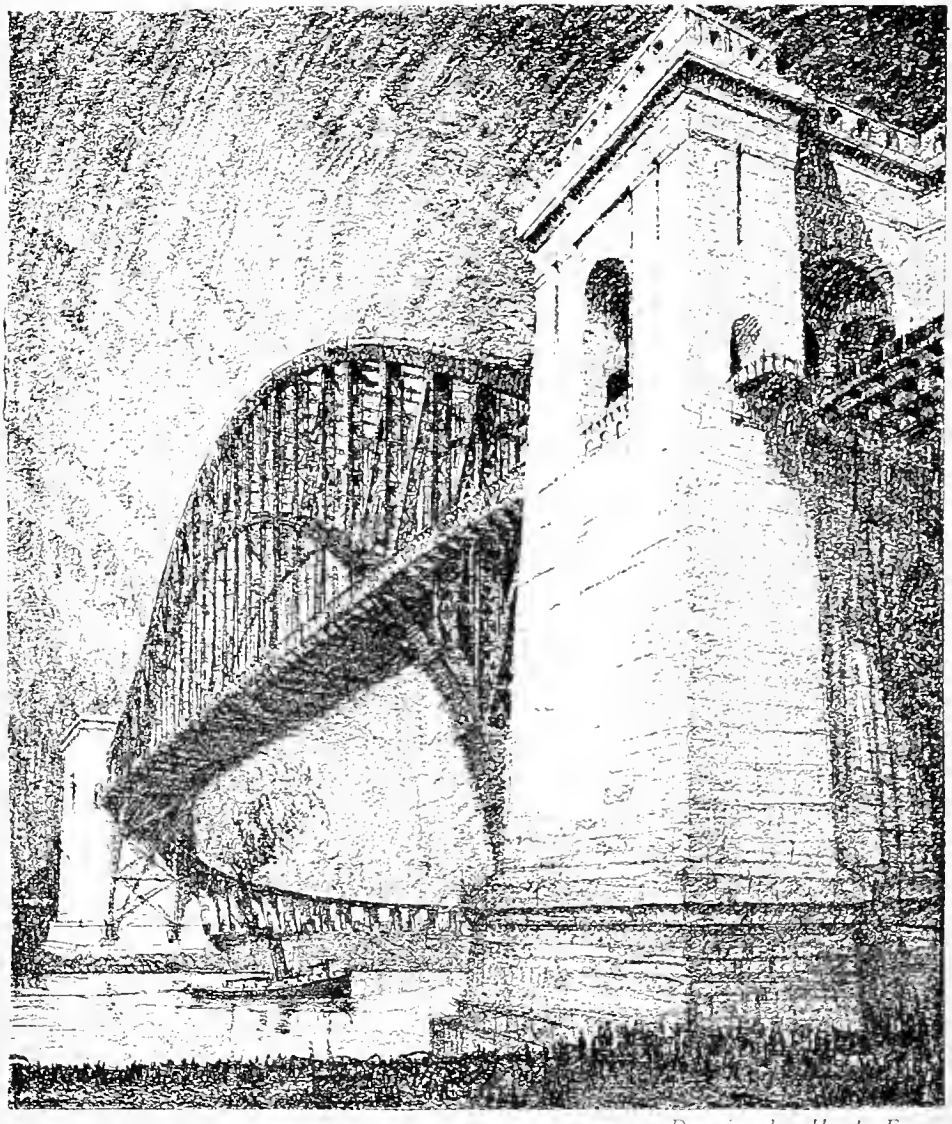
¶ To Home Seekers – *to build, to buy or to rent homes in the many attractive residential communities of Queens Borough.*

¶ To Merchants – *to investigate the business opportunities which exist for the purchase of commodities of every description – "Made in Queens Borough."*

¶ To Investors – *to learn of the opportunities for profitable investment in the upbuilding of this great Borough of Homes of Industry.*

¶ To All – to Promote the Prosperity of

Queens Borough
New York City



Drawing by Hugh Ferris

THE INDUSTRIAL HIGHROAD TO QUEENS BOROUGH
THE NEW YORK CONNECTING RAILROAD BRIDGE
ACROSS THE EAST RIVER AT HELL GATE.

Queens Borough Chamber of Commerce, New York

QUEENS BOROUGH

NEW YORK CITY

1910 — 1920

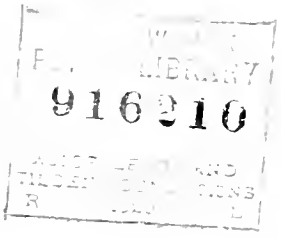
The Borough of Homes and Industry

A descriptive and illustrated book setting forth its wonderful growth and development in commerce, industry and homes during the past ten years, 1910 to 1920; a prediction of even greater growth during the next ten years, 1920 to 1930; and a statement of its many advantages, attractions and possibilities as a section wherein to live, to work and to succeed.

Compiled and Edited by
WALTER I. WILLIS
Secretary

ISSUED BY THE
CHAMBER OF COMMERCE
OF THE BOROUGH OF QUEENS
NEW YORK CITY
1920

U.S.


916910

Copyrighted 1920 by the
CHAMBER OF COMMERCE OF THE BOROUGH OF QUEENS,
NEW YORK CITY.

PRESSES OF
THE L. I. STAR PUB. CO.
QUEENS BOROUGH.

'18

INTRODUCTION

THE past decade, from 1910 to 1920, might properly be called the "Construction Period" in the history of the development of Queens Borough; for, during that time, there have been constructed new bridges, highways, tunnels, rapid transit extensions, hundreds of industrial plants, and thousands of homes of every description, the total cost of which exceeds a quarter of a billion dollars.

The expenditure of this vast sum of money has resulted in making Queens Borough, once but a "county on Long Island" now a real integral part of New York City. Its many residential and industrial centers which even today are separated by large, undeveloped, intervening areas, are expanding so rapidly that they will soon grow into one continuous built-up community.

The growth of Queens Borough during the past ten years, despite the lack of cheaper transit facilities, has been marvelous. What it will be in the next ten years with transit facilities equal, and in many cases, superior to every other section of New York City, will surprise even the most confident. Today Queens is well started on the most wonderful development that has ever taken place in any borough of New York City, or, for that matter, in any city of the world.

It is the purpose of this publication to set forth the commercial, industrial, financial and residential advantages and possibilities of the Borough of Queens considered by itself. It is not generally realized how great a city Queens Borough would be separated from its political connections with New York City. With an area of 117 square miles, or 37% of the land area of New York, it is as large as Philadelphia and three times as large as Boston. With a population of 500,000 in 1920 it would be among the first twelve cities in the United States. Industrially, Queens ranks 15th in the annual value of its manufactured products. Not more than three cities in the country exceed it in the value of plans filed for new buildings.

Its banking facilities are of the best; its schools and churches are unexcelled. It has 200 miles of waterfront on the East River, Flushing Bay, Long Island Sound, Jamaica Bay and the Atlantic Ocean. Its natural advantages are unsurpassed.

Queens is indeed "The Borough of Magnificient Opportunities" and "The Fastest Growing Borough of New York City."

HISTORICAL NOTES

N MAY 6th, 1626, Peter Minuet, the first Dutch Governor, purchased the Island of Manhattan for the West India Company, paying to the Indians in beads, buttons and other trinkets to the value of $24 for their real estate. During the latter part of 1638, Wilhelm Kieft, the third Dutch Governor, thought it well to secure more land for the company; and he purchased from the Indian Chiefs, during that and the following year, nearly all of the territory now comprising the County of Queens. The purchase price is not recorded.

In 1664, when Governor Peter Stuyvesant surrendered New Amsterdam to the English, the name of the City was changed to New York. This resulted in other changes of names, such as: Vlessigen to Flushing, Rusdorf to Jamaica, Breuckelen to Brooklyn. In 1672 the Dutch recaptured the City and its name was changed to New Orange. In 1674, possession was restored to the English and the name of New York was again resumed.

Thomas Dongan, who was appointed Governor by the Duke of York, instituted in that year, the long desired Colonial Assembly which permitted the inhabitants of the province to participate in legislation. The representatives of the settlers took their seats October 17, 1683 and passed 14 Acts, one of which was the division of New York into twelve counties. Queens County, named after Queens Catherine of England, was one of the twelve counties.

Queens County, as organized by the Act of November 1, 1683, had an area of 396 square miles, including all of what is now known as Nassau County. Its entire length from east to west was 26 miles, and its breadth from north to south about 16 miles. The county was divided into six municipal corporations, or towns; namely, Newtown, Flushing, Jamaica, North Hempstead, Hempstead and Oyster Bay.

The first conveyance of land obtained from the Indians was made to the settlers in 1643 and embraced most of the territory included within the original town of Hempstead where the first county courts were held. The location of the county court remained in Hempstead until the early "seventies" when it was removed to Long Island City, the Legislature of New York State in 1872 authorizing the erection of the Court House and appropriated the necessary funds for its construction.

The Bill permitting the incorporation of "Long Island City," which had formerly been a part of Newtown, was passed by the Legislature in 1870. It consolidated into one municipality the following villages: Blissville, Hunters Point, Astoria, Ravenswood, Dutch Kills, Steinway, Middletown, and Bowery

Bay. Long Island City continued as a separate municipality for 28 years until it was consolidated with New York. The boundaries of Long Island City were: on the north, East River and Bowery Bay; on the east, Town of Newtown; on the south, Newtown Creek; and the west, the East River.

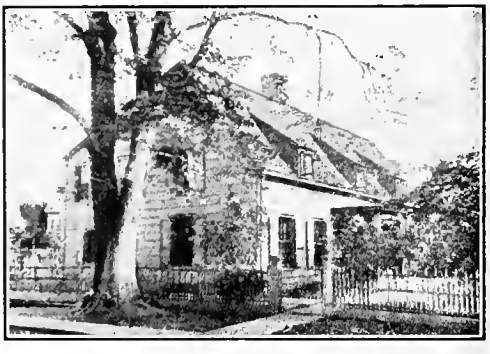
At the election held November 6, 1894, the question of consolidating with the City of New York was voted upon by the residents of Queens County. The majority of votes in favor came from the Long Island City section whose inhabitants, because of their proximity to New York, had been in favor of the project for many years. The western part of the county therefore became part of the City of New York, and is known as Queens Borough; while the eastern part of the county was erected into a separate county, known as Nassau, taking its name from the early name for Long Island.

That part of Queens County comprehended in the consolidation comprised Long Island City (1st Ward), the towns of Newtown (2nd Ward), Flushing (3rd Ward), Jamaica (4th Ward), and that portion of the town of Hempstead extending westward, from the eastern limits of the incorporated village of Far Rockaway, to Rockaway Beach Inlet, now known as the 5th Ward. Its territory comprised an area of 117 square miles and included therein were eight incorporated villages besides Long Island City, namely: Flushing, College Point, Whitestone, Jamaica, Richmond Hill, Far Rockaway Arverne and Rockaway Beach. There were also many unincorporated villages chief among which were Hollis, Queens, Springfield and Little Neck.

MOORE HOUSE

Broadway and Shell Road, Elmhurst (Newtown)

Built in 1661 by Captain Samuel Moore, son of Rev. John Moore who laid out Newtown. The house has remained in the family ever since.



BOWNE HOUSE

Bowne Ave. and Washington Street, Flushing.

Built in 1661 by John Bowne and used for forty years as a meeting place of Quakers. The house stands today, inside and outside, much as it was when first built, and has remained in the family ever since.

THE GROWTH OF NEW YORK MADE QUEENS BOROUGH

THE story of the development of Queens Borough and the growth of New York City as a whole are inseparable. The reasons for the industrial, commercial and financial supremacy of New York City must be understood in order to properly lead up to the subject of this publication.

Why is New York City the largest and most important city, not only in the United States or in the Western Hemisphere, but in the entire world? Why is it the greatest industrial and financial center of the United States? Why do 50% of the imports and exports of the United States go through the Port of New York? Why are over 10% of all of the factories of the United States to be found within the five boroughs of New York? Why is New York the terminal of practically every American railroad?

AIRPLANE VIEW OF NEW YORK AND ITS WONDERFUL HARBOR
THE BOROUGH OF QUEENS IS SHOWN BETWEEN THE BROAD WHITE LINES

THE GROWTH OF QUEENS BOROUGH WILL NOW REMAKE NEW YORK

One hundred years ago New York City did not lead either in population, industry or commerce, for the ports of Boston, Philadelphia, and Charleston handled a commerce as great, if not greater, at that time than New York City.

The six main reasons for its growth from a population of less than 100,000 in 1800 to a metropolis of over 6,000,000 in 1920 may be briefly summarized as follows:

1. Nature's gift of an ideal, land-locked harbor with deep water.
2. The opening of the Erie Canal in 1825
3. The use of steel and concrete in building construction enabling the City to grow vertically.
4. The inauguration of rapid transit permitting the City to grow horizontally.
5. The utilization of electric power.
6. The annexation of adjoining territory through legislative enactment.

Compliments of Department of Docks, City of New York
Murray Hulbert, Commissioner of Docks and Director of the Port

1. The Port of New York

Great wars have been waged to secure for other Nations what nature gave America—a great port, an ideal land-locked harbor, perfectly accessible to all other great ports, and a natural market for the raw products of all the countries of the world. No other harbor in the United States rivals the harbor of New York in size. The Port of New York, including New Jersey waterfront, has 771 miles of shore proper, and today 986 miles of waterfront measured along shore and around piers. Of this last figure 21% is in Queens Borough. The Port of New York is peculiarly favored also in the area of its harbor, which is sufficiently large to permit the anchorage and maneuvering of a large number of vessels. Steamship companies can dock their boats in close proximity to the very heart of the city, to its important markets, its large mercantile establishments, and its leading hotels.

How little did Hendrick Hudson dream when on September 11th, 1609, as the *"Half Moon"* was cautiously guided through the Narrows and anchored in full view of Manhattan Island, that it would, within three centuries, become the home of Europe's overflowing population.

2. The Erie Canal (Now Known as the State Barge Canal)

George Washington, it is related, with wonderful foresight, nearly 50 years before the Erie Canal was opened to commerce through the State of New York, solemnly warned the states of Virginia and Maryland to prepare without delay to grasp for their own the commerce of the interior of the country by building and opening a water route from the Atlantic across the Alleghenies to the Great Lakes and the Mississippi. He predicted that New York would some day open water communication between the Great Lakes and the Atlantic Ocean, stating that commerce when once fairly established in any channel can be deflected only with the greatest difficulty, if at all. Virginia at that time had a larger population and commerce than New York but was deaf to the warning of her greatest son. The result was that New York became the chief port and the commercial metropolis of the United States and the trade of the West flowed from and to the seaboard by way of the Hudson River, the Erie Canal and the Great Lakes.

The Erie Canal, opened in 1825, marked a new epoch in the history of transportation in this country. It served as the most direct route for bringing grain from the West to New York City for trans-shipment to all parts of the world. (This was before the era of railroad construction, which did not start until after 1830). It marked the turning point in the development of New York City and State.

New York became the "Empire State" as a result of the opening of the Erie Canal, a position that it has uninterruptedly held ever since. Boston and

Philadelphia both had a greater ships tonnage in 1790, Boston had a greater tonnage in 1800 and 1810; but between 1820 and 1830, New York took the lead and held it. Naturally, therefore, the Port of New York immediately had the advantage over its rivals on the Atlantic Ocean for grain commerce. Ships from all over the world came to New York for this valuable freight, bringing with them not only the products of those countries, which served as raw material for manufacturing, but also hundreds of thousands of immigrants who settled in New York and vicinity. This created both an abundant labor supply and plenty of raw materials which was, and is, an ideal condition for manufacturing.

The Erie Canal gave New York cheaper freight rates which is the magic key that spells production. The first through rail line between New York and Chicago was opened in 1852 and it was not long before the competition between the rail and water routes was keen. It is contended that the present schedule of class rates between New York and Chicago was determined by the competition afforded by the water routes. The other trunk line railroads, in their effort to secure a share of the grain commerce, sought terminals at New York and an intense rivalry in rates began, which, for a long period, gave New York a decided advantage over all other Atlantic ports.

3. The Use of Steel and Concrete in Building Construction

The continuous rebuilding of New York City with steel and concrete, where brick and stone were used, is the most talked about single instance in the life of the city. Strangers write magazine articles about it and old New Yorkers coming up out of the subway at unfamiliar stations find skyscrapers, where six story brick buildings formerly stood.

The reason is simple. The foundations must be built to support the weight of the entire building. Using brick and stone, it is not practicable to build much over six stories as the thickness of the supporting walls at the street level become too wide. By the use of steel for the frame work with hollow tile walls hung almost like curtains, the weight of a 25 or 50 story building can be carried to concrete foundations reaching far into the earth without any appreciable greater width at the street level.

The city then began to grow *vertically*, and an ever increasing population, equal to city after city, was piled in layers one on top of the other.

4. The Inauguration of Rapid Transit

Huge office buildings, apartment houses and hotels brought about a greater congestion in travel, and additional transportation problems faced the city.

Rapid transit permitted the City to expand—to grow *horizontally*. First came the horse cars, and the elevated roads with trains of wooden cars drawn by

little steam engines; then came the electrified trolley lines and elevated railroads; then came the new subways and tunnels with their steel express trains; and lastly, the electrification of such railroads entering New York as the New York Central, the New York, New Haven and Hartford, the Long Island Railroad, and the Pennsylvania Railroad with their huge terminals and their tunnels under the adjoining rivers.

As the City continued to grow, its expansion eastward was at first limited by the East River, which acted as a barrier. It therefore followed the line of least resistance and grew northward embracing Harlem, Washington Heights and the Bronx.

With the opening of the Brooklyn Bridge, however, in 1883, the gradual rounding out of the city began. New bridges and tunnels were opened to Brooklyn and the population of that Borough increased from 600,000 in 1880 to over 2,000,000 in 1920.

In 1900, when the first subway was being built from the Battery to the Bronx, that Borough only had a population of 200,000, but as a result of this rapid transit its population has become 700,000 in 1920—an increase of 500,000 in 20 years.

The Bronx grew ahead of Queens only because it was easier to build tunnels under, and construct bridges over, the Harlem River than the East River. Its real growth, however, did not begin until after the subway was placed in operation in 1904.

The people of any city are, in a way, comparable to electricity, for they travel "along the line of least resistance." Two million residents of New York travel daily on the subway and elevated lines between their homes, shops and offices.

In the past, the line of least resistance has been the longest line of travel. The vast army of employees in Manhattan would travel daily many miles north-

THE BATTERY IN 1885.

ward to the Bronx, and many miles southward and eastward to Brooklyn, to reach their homes. With the opening of all of the new transportation lines eastward into Queens Borough, the line of least resistance has now become the shortest line of travel, and the development in population and industry which has taken place in Brooklyn and the Bronx will be repeated during the next ten years in the Borough of Queens.

Prior to 1909, the only means of *direct* transportation from Queens Borough to Manhattan was by ferry across the East River from the foot of either Borden Avenue, or Fulton Street, Long Island City, to 34th Street and to 92nd Street, Manhattan. Before that time *indirect* communciation was possible through the Borough of Brooklyn and the tunnels and bridges connecting it with Manhattan.

The *first* link joining Manhattan and Queens, and eliminating the East River as a barrier to the spread of population and commerce eastward, was the opening of the Queensboro Bridge in March 1909 for trolley and vehicular traffic.

The *second* link was the inauguration on September 10th, 1910 of the silent, swift and smokeless electric train service from the magnificient Pennsylvania Station at 33rd Street and 7th Avenue, Manhattan, through the tunnels under the East River and over 70 miles of tracks of the Long Island Railroad in Queens, serving every section of the Borough.

The *third* link was the opening of the "Queensboro Subway" on June 22, 1915, from Long Island City through the tunnels under the East River to 42nd Street and Lexington Avenue, Manhattan, connecting with the Interborough Subway System in Manhattan, Brooklyn, and the Bronx.

The Battery in 1920.

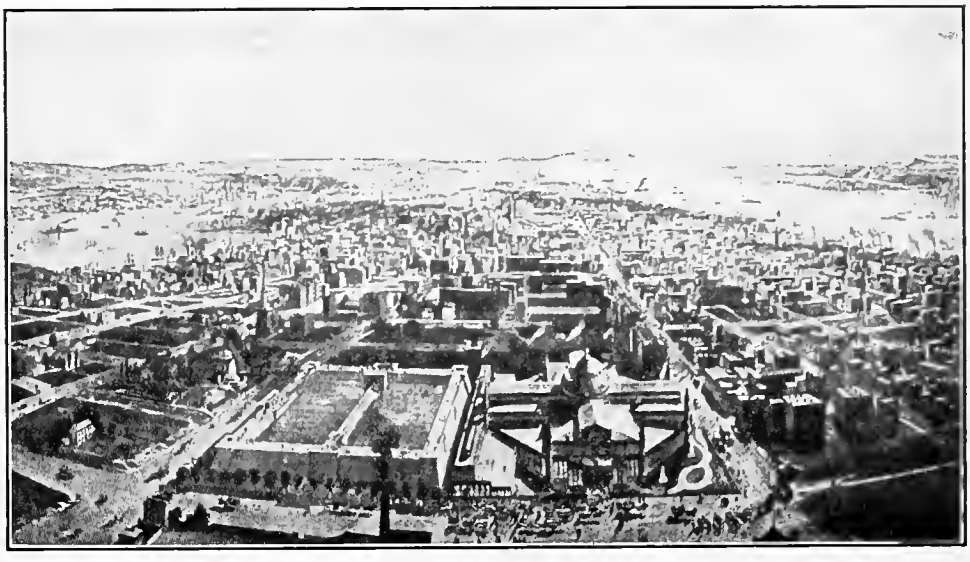
The *fourth* link was the completion of the New York Connecting Railroad Bridge in 1917 over the East River at Hell Gate, providing an all rail route between Queens Borough and the New England States and saving on an average 24 hours in the shipment of freight.

The *fifth* link was the operation on July 23rd, 1917 of the Second Avenue "L" across the upper level of the Queensboro Bridge, bringing into close touch the most congested section of the city on the East Side of Manhattan with the least developed portions in the Borough of Queens.

The *sixth* link was the operation in the spring of 1920 of the Brooklyn Rapid Transit trains, through the new tunnels under the East River at 60th Street, to the Bridge Plaza Station in Long Island City and connecting with the rapid transit extensions to Astoria and Corona.

5. The Utilization of Electricity

While the use of electricity applies to all cities, it has a special application to New York for without it we would not have the modern rapid transit systems, the tall office buildings, the huge hotels and apartment houses. Electric power is required for the operation, lighting and heating of the surface, subway, elevated and railroad trains. Electric light is required for the office buildings, hotels and apartment houses. Without electrically operated elevators, the skyscrapers of New York would not be possible.



B. F. Smith, Jr., Artist *Collection of Percy R. Pyne, 2nd*

LOOKING SOUTHWARD FROM 42ND STREET IN 1855.

6. The Annexation of Adjoining Territory

Then again, New York City has grown by certain Acts of the State Legislature, consolidating adjoining communities as boroughs of the Greater City. A metropolis grows first by its natural expansion; then leaps forward by adding large areas to itself, taking into the city over night many villages and settlements; and, thereupon, proceeds to consolidate its position by filling up the intervening area with rows of homes, stores and factories.

New York City in 1898 absorbed the large areas of Queens, Brooklyn, and Richmond, including as they did a chain of former villages, some of them as old as Manhattan itself. Today, New York City extends from Long Island Sound to the Atlantic Ocean, stretching across the backbone of Long Island through the Borough of Queens. The old city lines have been abolished and rapid transit extensions are rapidly obliterating all traces of the former city limits.

Times Square in 1920.
Looking Southward from 44th Street.

Long Island City—Old and New

THE PAYNTAR HOMESTEAD

Jackson Ave. and Queensboro Bridge Plaza, Long Island City.

Torn down recently to give way to the advance of industry and commerce into Queens Borough.

Another view of the Bridge Plaza in 1920 showing the Brewster automobile factory and the "Electric Building" in which are the offices of the Queensboro Chamber of Commerce.

From the million dollar rapid transit station at this point, subway and elevated cars operate to every section of New York City.

Jamaica—Old and New

THE HISTORICAL KING MANOR

Once the home of Rufus King, first Ambassador from the United States to Great Britain.

BUSINESS CENTER OF JAMAICA

showing Jamaica Ave. "L" extension operated by Brooklyn Rapid Transit Co., to Brooklyn and Manhattan for single fare.

THE WATERFRONT

NEW York's harbor and the rivers which flow into it have made the city the Metropolis of the Western Hemisphere. Without this great asset New York would not transact 50 per cent of the total foreign commerce of the United States nor would ninety per cent of the trans-Atlantic passenger traffic pass through this gateway.

Just as New York's original site was determined by its harbor, and its growth in the past has been based upon its waterfront, so its future greatness is predicated upon the further development and efficient utilization of its hundreds of miles of waterfront.

The 315 square miles of land included in the five boroughs are so divided and indented by nearly 175 square miles of water as to give it a total waterfrontage, as measured along the shore line, of 578 miles, all within the city limits. A straight line 578 miles in length, would extend from New York City to Charleston, South Carolina.

Thirty-four per cent of this natural waterfrontage of New York City is in the Borough of Queens—a substantial asset which gives Queens a marked commercial superiority.

The East River and Flushing Bay are the western and northern boundaries of the Borough. On the south, for a distance of four miles, Newtown Creek is the dividing line between Queens Borough and Brooklyn. Further to the south, the vast expanse of Jamaica Bay and its numerous islands again divides the two boroughs. The Atlantic Ocean is the extreme southern boundary, and the ten miles of beaches on the Rockaway Shore are unexcelled from Maine to Atlantic City.

The adoption, in 1913, of the Dual Subway System brought about the construction and operation of rapid transit extensions into Queens Borough from Manhattan and Brooklyn. To a large extent, the rapid transit problem of New York was solved by this comprehensive system of transportation. The most important problem facing the city today is the adoption of a similar comprehensive plan for the development of its entire waterfront. Federal, state and city officials should cooperate in the preparation of such plans as will coordinate these great resources of the city. *No plan will be complete, however, unless thorough consideration is given to the facilities which Queens Borough has to offer with its* 200 *miles of shore line.*

Three vast waterway improvements—the Panama Canal, the New York

State Barge Canal, and the Intra-Coastal Waterway—will bring more commerce from the sea and from the interior to the Port of New York.

The Panama Canal has enormous commercial possibilities for New York, opening new markets both in the United States and in the Far East to the manufacturers and shippers of this city. It is causing a general readjustment of world trade routes. Oriental goods will come direct to New York instead of being trans-shipped by rail at San Francisco or Seattle. Goods manufactured in New York can compete in the markets on the Pacific Coast with those produced in the Middle West.

The Intra-Coastal Waterway, almost unknown to a majority of New Yorkers, will give a continuous land-locked waterway from Boston, through Cape Cod Bay, Cape Cod Canal, and Long Island Sound, into the East River, along the shores of Queens Borough, to New York Harbor; and then through the canals, rivers, bays and sounds down the entire Atlantic coast, around Florida and the Gulf of Mexico, to the mouth of the Rio Grande, at the Mexican border. It will cost a total of more than $100,000,000, and will stimulate the coastal commerce to New York.

The advantages of Flushing Bay in connection with this great coastal waterway are unusual, and doubtless it will not be long before many of the coastwise boat lines will maintain docks in this ideal harbor for the receipt and delivery of freight. The Red Star Towing Co., recently purchased 6 acres with 1,000 ft. of waterfront for development.

The New York State Barge Canal, the advantages of which are described at greater length elsewhere, will bring a greater tonnage from the Great Lakes for use both in New York and for trans-shipment to domestic and foreign ports.

Although the present facilities in New York for handling this growing commerce are limited, the two hundred miles of waterfront of Queens Borough offer a solution for the future development of the Port of New York.

The many miles of valuable waterfront in Queens still remaining undeveloped along Newtown Creek, the East River, Flushing Bay, Flushing Creek and Jamaica Bay have every advantage for immediate improvement.

The Borough of Queens has 196.8 miles of natural waterfront; 39.5 miles of improvements, or developed waterfront, as measured around piers and along the heads of slips; or a total of 219.5 miles of waterfront measured around the natural shore line and piers. This represents approximately 34 per cent of the natural waterfront, 14 per cent of the developed frontage, and 29 per cent of the entire waterfrontage of the entire City of New York. This is clearly shown by the following table:

Borough	Length of Shore Line	Developed Water Frontage (Measured around piers and heads of slips)	Total Length (Measured around piers and shore lines)
Queens	196.8 miles	39.5 miles	219.5 miles
Brooklyn	201.5 "	102.7 "	258.9 "
Bronx	79.8 "	19.8 "	89.0 "
Richmond	57.1 "	32.6 "	82.0 "
Manhattan	43.2 "	76.8 "	96.4 "
Total	578.4 "	271.4 "	745.8 "

The Merchants' Association in 1914, after studying the traffic and terminal facilities of the city, stated:

"It is the opinion of this Association that immediate steps should be taken to promote and secure the adoption of a comprehensive plan for the development of the Port of New York. The need for such a plan rests primarily in the facts:

(A) That no general plan or movement has ever been made to utilize the many acres of the Port that possess economic and physical advantages.

(B) That competition within certain restricted areas has raised the value of land, wharf and terminal sites to an amount where the interest and rental charges thereof are increasing the cost to the shipper and consumer beyond economic necessity.

(C) That the efforts of public authorities and private interests have heretofore been directed solely toward the remedying of and planning for restricted areas which comprise only a few of the units of the entire port problem."

Murray Hulbert, Commissioner of Docks of the City of New York, states that while it is of course speculative how far realty values will be affected by the proposed waterfront improvements, calculations based upon an estimate of the Department of Taxes and Assessments, demonstrate that $100,000,000 expended on harbor improvement would add $1,330,000,000 to the real estate valuation of the city. (In other words, for every dollar spent on waterway improvements, thirteen dollars would be added to the real estate values of the city).

The average person scarcely comprehends the influence of our harbor on each phase of the everyday life of our city. Let anything interfere with the continuous movement of ships in and out of New York and the city would suffer as if shaken by an earthquake, business would totter, the great retail trade would disintegrate and real estate values would take an inconceivable tumble.

FOREIGN TRADE

One advantage which Queens Borough offers to manufacturers, either for their main plants or for the establishment of branch plants, is the cheapness and convenience of handling their foreign trade.

There are several factors which contribute to the Port of New York handling 50 per cent of the imports and exports of the country. The first is the fact that New York is the terminus of nine great railroad systems (New York Central; Delaware, Lackawanna & Western; Baltimore & Ohio; Erie Railroad; Pennsylvania Railroad; New York, New Haven & Hartford Railroad; Lehigh Valley Railroad; Central Railroad of New Jersey; and Long Island Railroad), which handle more tonnage of diversified freight than any other group of railroads in the world.

Freight seeks the port equipped not only with the best terminal facilities, but from which there are the greatest number of boats sailing to foreign and coastwise ports. Other Atlantic and Gulf ports may have considerable export freight but as they do not attract imports, boat service to and from them is more or less irregular. In other words, manufacturers shipping from New York are assured that their products will move with greater dispatch. If their shipments miss one vessel another will probably sail to the same port within a few days. At other ports it might be a matter of weeks or even a month before their goods would be forwarded, with interest charges on capital invested piling up on the goods thus delayed, not mentioning the inconvenience to both the buyer and seller from the delay.

The ability of the Port of New York to furnish cargo in and out has given it a position of preeminence. Steamship companies from all over the world maintain regular sailings to and from New York. Manufacturers located in Queens can truck their shipments to any of the several hundred piers throughout the city.

NEWTOWN CREEK

Newtown Creek, which is known as the "busiest waterway of its size in the world," is a tidal arm of the East River, dividing the Boroughs of Queens and Brooklyn for a distance of four miles. It empties into the East River directly opposite 34th Street, Manhattan.

The importance of this stream is strikingly shown by comparing its activities with those of the Mississippi River, which from New Orleans to St. Paul is 1,000 miles in length and flows through the heart of a great industrial section. According to recent figures, 5,500,000 tons of freight are carried annually on the upper and lower reaches of this longest river in the world. While for the three years 1915-16-17, the tonnage on the four miles of Newtown Creek averaged 5,620,000

tons. The value of the tonnage on the Mississippi River is approximately $100,000,000 per annum, while on Newtown Creek, it has averaged more than $200,000,000 per annum for the past ten years.

The chief commodities transported on this surprising waterway are copper ore and its products, petroleum, lumber, coal, chemicals and building materials. In 1917, 517,601 tons of copper ore and copper manufactures were transported on Newtown Creek—a tonnage valued at $230,000,000, which is an amount greater than the total value of all the manufactured products of either Kansas City, Minneapolis or San Francisco, and greater than the value of exports from Boston or Philadelphia.

Huge oil refineries on both sides of the stream ship annually 250,000,0000 gallons of petroleum. There is still room for growth both in the commerce on the stream and the manufacturing plants which now line its borders. There are large undeveloped tracts in Queens adjoining this stream such as the Degnon Terminal with huge industrial plants that have been erected during the past seven years, and where many more will be erected during the coming ten years. One of the largest undeveloped tracts of land at the head of the stream is the 150 acre tract of the Palmer Waterfront Land and Improvement Company, in the

Vernon Avenue Bridge over Newtown Creek

Maspeth section, which is served by rail as well as water, and on which several large manufacturing plants have been located within the past few years.

The character of tonnage on this waterway can best be shown by the following table for one recent year, 1917:

Article	Estimated Value	Net Tons
General Merchandise	$ 8,734,301	132,602
Coal and other fuel and cord wood	4,337,378	1,373,035
Lumber, railroad ties and piles	6,940,388	443,027
Steel and products	1,254,557	32,369
Copper ore and products	180,275,507	413,837
Petroleum	15,744,584	868,464
Brick, (building and fire)	722,197	242,734
Crushed stone	130,041	155,309
Gravel and sand	450,198	656,908
Cement, lime, etc.	1,855,511	306,519
Paving blocks	32,275	31,164
Plaster, whiting, sulphur, chalk, etc	506,505	58,262
Fertilizer and steam bone	632,702	88,109
Ice	141,279	47,093
Ashes, cinders and slag	85,670	100,890
Molasses	528,000	48,768
All other materials	4,490,916	155,404
TOTAL	$226,862,015	5,154,500

The Federal Government is now starting dredging operations which will provide for a channel varying from 250 to 125 feet in width, and 20 to 18 feet in depth, at mean low water, from the East River to the head of navigation in the creek. The mean range of tide is 4½ feet. More than 1,475,000 cubic yards will be dredged from the channel. The appropriation of $510,000 for this work, included in the Rivers and Harbors Bill of 1919, was secured through the joint efforts of the Queensboro Chamber of Commerce and Congressman Charles Pope Caldwell.

The tonnage and value for the 10 years—1908 to 1918 inclusive—is given in the following table:

Year	Tonnage	Value
1908	4,181,528	$229,994,000
1909	5,113,628	253,003,000
1910	3,861,852	139,378,000
1911	5,435,016	191,747,000
1912	4,921,843	225,416,000
1913	5,141,516	226,962,000
1914	4,445,556	147,739,000
1915	5,756,102	147,086,000
1916	5,915,150	201,581,000
1917	5,215,820	294,701,000
1918	4,369,136	322,960,000
TOTAL	54,337,197	$2,380,567,000
AVERAGE PER YEAR	5,433,719	238,056,700

Some further idea of the immense commerce of this waterway can be obtained from the figures compiled by the Department of Plant and Structures of New York City, which show that during the year 1918, 59,389 boats passed through the Vernon Avenue Bridge, 56,735 passed through the Greenpoint Avenue Bridge, 27,000 through the Meeker Street Bridge and 5,007 through the Grand Street Bridge.

Steamers schooners and unrigged vessels are the principal freight carriers. Their drafts range from 5½ to 20 feet; 2 to 19 feet; 2 to 18 feet respectively. Some steamers of still larger draft lighter in their cargoes.

Among the larger plants on the Queens shore of Newtown Creek are the National Sugar Refining Company, Nichols Copper Company, National Enameling and Stamping Company, General Chemical Company, Standard Oil Refineries. American Agricultural Chemical Company, and the Wrigley Chewing Gum Company.

DUTCH KILLS CREEK

During 1914 bulkhead lines were established by the United States Government for Dutch Kills Creek, a tributary of Newtown Creek, thus putting this stream under the jurisdiction of the War Department. The bulkhead lines as approved on October 29, 1914, give a width varying from 200 feet at its junction with Newtown Creek to 150 feet at the head of the stream, and include a large basin in the Degnon Terminal where car floats can be docked. The widths of the channel to be dredged under the appropriation of $510,000 mentioned previously, range from 160 feet at Newtown Creek to 75 feet at the turning basin. The Long Island Railroad plans to establish at this point a large wholesale public market, estimated to cost nearly $5,000,000.

Among the larger industrial plants in the Degnon Terminal served by this stream are: Loose Wiles Biscuit Company, American Ever Ready Works, White Motor Company, Sawyer Biscuit Company, Defender Manufacturing Company, Pittsburg Plate Glass Company, Marcus Ward, Brett Lithograph Company, Waldes, Inc., Norma Company of America, Manhattan-Rome Company, American Chicle Co. and The Palmolive Co.

EAST RIVER

Elaborate plans have been prepared by the United States Government engineers for the improvement of the East River from the Battery to Long Island Sound. The plans include the dredging of a 40-foot channel as far north as the Queensboro Bridge and the removal of existing shoals and reefs, a 40-foot channel on the west side of Blackwell's Island, a 30-foot channel on the east side of Blackwell's Island adjacent to the Long Island City shore, and the deepening and widening of Hell Gate and the removal of dangerous shoals.

Courtesy of E. W. Spofford—Copyright 1916.

Airplane view of Queens Borough's 200 miles of water front looking East from mid-town Manhattan.

The East River in the foreground, Newtown Creek on the right, Flushing Bay on the left, and Jamaica Bay and the Atlantic Ocean in the distance.

This vast water front, representing 34% of the entire water frontage of New York City, is a substantial commercial asset giving Queens Borough unusual industrial advantages.

Congress has recognized its value by appropriating large amounts for the deepening and widening of the channels in the East River, Newtown Creek, Flushing Bay and Jamaica Bay.

The completion of this project will develop a more symmetrical harbor for New York and relieve the present congestion of water traffic in the North River. The improvement is an important part of the Intra-Coastal Waterway. An original appropriation of $1,250,000 was included in the 1917 Rivers and Harbors Bill for beginning the work; the cost of the entire project will be approximately $37,000,000.

The improvement of the East River will permit an increase in the number of vessels of large tonnage using the River. Many vessels which can now only come in at high stages of the tide, owing to the lack of sufficient channel depth, complete their cargoes in upper New York Bay by lighter. It will enable steamships to use the shorter and safer inside route through Long Island Sound, rather than the Atlantic Ocean, to reach New York. It will give an additional entrance and exit for the battleships of our Navy, increasing their efficiency in protecting New York in the event of an attack by a fleet of foreign battleships.

The plans also include a deepening of the channel known as "Bronx Kills," which will give a direct route from the Harlem River into Flushing Bay. At present it is necessary for boats coming from the Hudson River, through the Harlem River, to take a circuitous route around both Randall's Island and Ward's Island and through Hell Gate to reach Flushing Bay. This is of special importance for the future development of Flushing Bay and the accessibility of the Barge Canal Terminal located there.

Marginal Freight Railroad.—The location of two Barge Canal Terminals on the East River in Long Island City and Astoria has given considerable impetus to the project of a proposed marginal freight railroad along the East River as a further development of the waterfront of this section. The construction of such a freight railroad, with its float bridges, classification yards, etc., similar to that proposed for the waterfront in South Brooklyn, would give direct rail connections to the shippers of this section with every railroad system entering the port of New York.

Queensboro Terminal.—This terminal, which was opened on July 1, 1914, is located on the East River and Vernon Avenue, between 13th and 14th Streets, Long Island City, and is a branch of the Brooklyn Eastern District Terminal, which has been in operation since 1876, and which today handles over two million tons of freight a year. Shipments may be made through this terminal to and from all railroads in the United States (except Pennsylvania R. R.) with the same dispatch and freight rates as though delivered to or received from the separate freight stations of railroads in Manhattan, thus saving large cartage charges to shippers located in Queens Borough.

Queensboro Terminal on East River

The tonnage handled by this terminal for the first 5 years since its opening is as follows:

1914—1915	24,310	tons
1915—1916	32,819	"
1916—1917	31,054	"
1917—1918	30,004	"
1918—1919	25,882	"
Total	144,069	tons

Public Docks.—There are four public docks located on the East River waterfront in Long Island City, all of which are under the jurisdiction of the Department of Docks of New York City. They are located as follows:

1. Foot of Nott Avenue
2. Foot of West Avenue
3. Foot of Broadway
4. Foot of Jamaica Avenue

These docks can be used by the manufacturers and shippers of Queens Borough to the extent determined upon by the District Superintendent (Telephone Astoria 159). Shippers who are not located on the waterfront are thus given equal advantages in the receipt and delivery of their freight by water. Cargoes of brick, lumber, coal, crushed stone, building material, sand, gravel, etc., can be unloaded from barges, lighters, scows or schooners at these docks. The wharfage rates can be obtained upon application, but in general are 2c. per ton up to 200 tons, and ½c per ton for any excess over that amount.

FLUSHING BAY—FLUSHING CREEK

Great strides have been made in the past ten years in the development of Flushing Bay and Flushing Creek as commercial waterways. They hold a stragetical commercial position, located, as they are, directly opposite the Harlem Ship Canal and at a point where the East River broadens into Long Island Sound. Flushing Bay is about 12 miles by water northeast of the Battery and 6 miles by highway, from the Queensboro Bridge. It is about two miles in length with widths varying from 300 feet to 1½ miles.

Flushing Creek is a tidal stream tributary to Flushing Bay and extends 3½ miles inland.

The first project adopted by the United States Government for the improvement of Flushing Bay was on March 3, 1879, and provided for making and maintaining a channel 6 feet deep at low water, at an estimated cost of $173,500.

Bulkhead lines have been established for both Flushing Bay and Flushing Creek by the United States. The lines for Flushing Creek were originally established March 6, 1911 and amended October 29, 1918. The lines, as amended, are 250 feet apart from the mouth of the Creek three miles inland; and 200 feet apart for the last half mile, extending in a straight line to the head of tide water, or what is known as the "Head of the Vleigh."

It is believed that the future needs of this stream will require a greater width than those fixed by the present bulkhead lines, and in 1913 the Commerce Com-

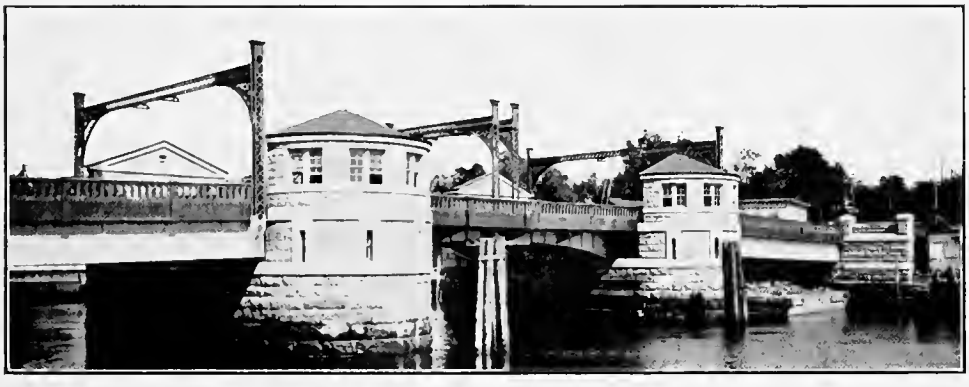
EAST RIVER AT WHITESTONE

mittee of the Chamber advocated a width of 300 feet in a straight line from the mouth of the Creek to the head of the proposed improvement. Several hearings and conferences were held at that time with the officials of the Federal and City governments and the abutting property owners, but due to the existing docks and improvements on the east side of the stream, and the unwillingness of the owners on the west side to cede the necessary land for the widening, the plan was abandoned.

Steps were then taken to secure appropriations from the United States Government for dredging a deeper channel. Through the combined efforts of the Chamber and former Congressman John J. Kindred, an appropriation of $255,700 was included in the Rivers and Harbors Bill of 1913. This was the first appropriation made since the original project was adopted for a 6-foot channel in 1879. Contract was awarded for dredging a channel 200 feet in width and 10 feet deep in March 1914. The work was completed in 1915 from the East River near College Point to a point in the Creek at the Jackson Avenue Bridge.

In order to dredge a deeper channel in Flushing Creek, beyond the Jackson Avenue Bridge, it was necessary for the City of New York to secure title to all land between the established bulkhead lines. A bill was passed in 1913 by the New York State Legislature "granting to the City of New York such right, title, and interest as the State of New York may have in and to land under water in Flushing Creek and Flushing Bay." This legislation enables the City of New York to exchange title with abutting property owners to compensate them for any necessary upland taken to dredge between the established bulkhead lines. Further legislation was introduced and adopted which amended the Charter of the City of New York so as to permit the inclusion of bulkhead lines as a part of the city map.

Proceedings are now under way for the acquisition of title by the City. The



Bridge over Flushing Creek at Jackson Avenue

rule maps, prepared by the Topographical Bureau, are ready for submission to the Board of Estimate. The Damage Maps, showing each parcel of land and owner, are being prepared, and will be ready by the summer of 1920. Title will then be vested in the city to all upland between the bulkhead lines—title to land under water already being vested in the city by legislative enactment.

Just as soon as these steps have been completed, the U. S. Government will proceed with the deepening and widening of the channel in Flushing Creek.

It is understood that the Government engineers have plans prepared for deepening the channel in Flushing Bay in the near future from its present depth of 10 feet, at mean low water, to 17 feet.

Industrial and Commercial Development—Large undeveloped tracts of land are available on all sides of Flushing Bay and Flushing Creek at a low cost per acre, suitable for industrial, commercial and residential development. One of the important undertakings that has rapidy progressed in this section is the work of the Flushing Bay Improvement Company, which, for the past nine years, has been filling in some 400 acres of the low-lying salt meadows on the west side of the Creek to 12 feet above mean high water. This stupendous task, which calls for a fill of 8,000,000 cubic yards, is being carried forward at the rate of several thousand cubic yards per day with ashes and excavated material from Brooklyn, brought by means of scows and special dump cars of the Long Island Railroad. It is understood to be the intention of the owners of this tract to develop same for factory sites. The section has the advantage of both water and rail shipping facilities. A street system has been laid out by the Topographical Department for this area with marginal waterway streets running parallel to Flushing Creek, which will afford an opportunity to load direct from a ship or barge into the warehouse or factory.

The Long Island Railroad owns a tract of land adjacent to that of the Flushing Bay Improvement Company and has plans for an important railroad terminal and yard at this point. Car storage yards and repair shops for both the Interborough Rapid Transit and Brooklyn Rapid Transit trains will be located on the Flushing Meadows in connection with the extension of the Corona "L" to Flushing.

The Degnon Realty and Terminal Company also owns a large tract of land which they are improving for manufacturing sites. They have dredged a 30-foot channel in Flushing Bay along the shore line of their property, hydraulically pumping the bottom of the channel for the "fill" to raise the grade of their upland.

This section is within 16 minutes running time, on the Long Island Railroad, from Pennsylvania Station, Manhattan, and 22 minutes running time from Grand Central Station, via the Queensboro Subway, over the Corona "L" extension,

which will be extended in the near future across the meadows to Flushing. Trains of both the I. R. T. and B. R. T. will operate to this section, giving rapid transit facilities for a single fare to all sections of New York City. It is one of the few remaining places in New York for mammoth and unobstructed factory and warehouse development. During the next 10 years a development will undoubtedly take place in this locality that will transform it from its present barren condition to a huge industrial community.

The State of New York acquired in 1914 over 400 feet frontage on Flushing Bay near the mouth of Flushing Creek where work is now in progress on the construction of a Barge Canal Terminal as part of the canal system of New York State.

A tentative plan was prepared by the Dock Department of New York City in 1913 for the development of the whole westerly shore of Flushing Bay from Sanford's Point to Jackson Avenue for a freight terminal. The plan provided for the extension of the shore line and the construction of a marginal street along the outer edge of which would be built a set of railroad tracks with spurs leading out to the end of a series of 1000 foot piers. The plan, as prepared, showed 16 piers, 200 feet in width with docking basins 300 feet wide.

That this whole industrial scheme has possibilities for realization in the near future is the opinion of men who are keeping an eye on the industrial trend of Queens Borough.

Commercial Statistics.—The principal commodities handled on these waterways are coal and other fuel, cement, lime, lumber, gravel and sand, ashes and cinders. The draft of loaded vessels varies from 2 to 14 feet. The bulk of freight is carried in scows and in schooners. The following is a statement of the tonnage and value for 10 recent years:

Year	Short Tons	Value
1908	126,458	$1,774,900
1909	277,300	879,700
1910	563,029	1,256,880
1911	394,328	3,251,548
1912	942,614	989,745
1913	917,561	969,011
1914	858,714	968,461
1915	677,460	1,066,295
1916	710,547	1,137,195
1917	1,355,620	3,508,600
1918	335,801	1,251,323
TOTAL	7,159,432	$17,053,658

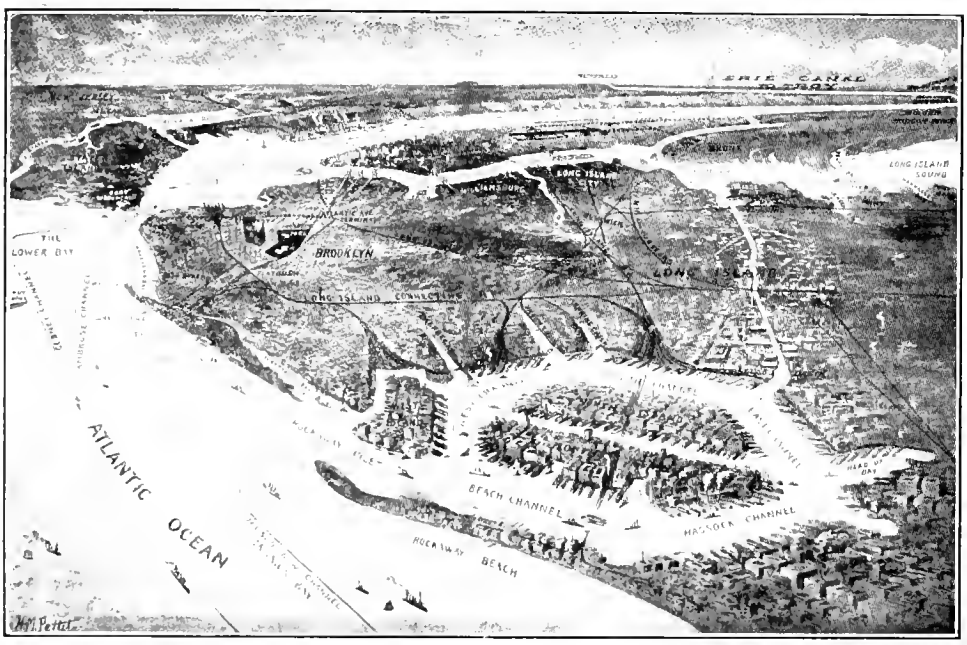
FLUSHING BAY-JAMAICA BAY CANAL

For many years there has been an effort made to have the State of New York construct a canal connecting Flushing Bay and Jamaica Bay in order to provide a short-cut from the Hudson River through the Harlem River, Flushing Bay and the said canal for canal boats bound for Jamaica Bay. No appropriation has been made, however, by the State of New York for its construction.

The route selected begins at Cornell Basin of the Jamaica Bay channel, bending westerly across the ridge between the creek and the next valley to the west, crosses the Ridgewood acqueduct west of Three-mile Millroad, and Rockaway Boulevard about a quarter of a mile west of the junction with Rockaway Road, then follows the natural valley through the present farms, crossing Hawtree Creek road near its junction with Lincoln Avenue, and Liberty Avenue just east of Van Wyck Avenue. From Liberty Avenue the line runs just east of Van Wyck Avenue and nearly parallel to it, following the natural depression to the railroad. It crosses the railroad just east of Dunton Station, thence northerly to the Maple Grove Cemetery property, crosses the summit of the main ridge in the cemetery, crosses Queens Boulevard, and thence down the ravine across the Union Turnpike to the meadows at the head of Flushing Creek to the 200 foot channel planned by the United States Government, and follows this channel to Flushing Bay.

Surveys of this proposed canal were made by the state engineers in 1913, and a report made to the legislature on March 11, 1914. The estimate of the cost at that time was $20,338,000, which was based upon the assumption that New York City would construct the channel in Jamaica Bay, together with the basins extending from that channel; also, that the Federal Government would construct the channel from the mouth of Flushing Creek to the head of the proposed improvement at Livingston Street.

For a distance of about two miles through the upland in the center of the Borough, which is approximately 125 feet above the sea level, it is proposed to construct a double reinforced concrete tunnel having channels of 50 feet each with columns between the channels. The height of the top of the tunnel from the water level will be over 30 feet. The tunnel will extend a distance of approximately 10,800 feet, or from Union Turnpike to a point 800 feet south of Liberty Avenue. Such a tunnel would obviate the necessity of spanning highways with expensive bridges. The balance of the canal, however, will be an open cut 200 feet in width. The minimum depth throughout the canal at low water would be 12 feet, and tidal locks or gates would have to be provided.



Proposed Harbor Improvements, Showing Particularly the Route of the Suggested Canal to Connect Flushing Bay and Jamaica Bay

Bathing Scene, Rockaway Coast

Such a canal would give a landlocked waterway the entire distance from Buffalo to Jamaica Bay and would enable the barge canal boats to bring their cargoes to the port now being developed at Jamaica Bay, where these cargoes could be transferred to ocean-going vessels. It would provide for the transportation of lumber, cement, coal and general merchandise into the heart of Queens Borough. The canal would also overcome the objection that has been raised by those who fear that barges could not, in heavy weather, safely make the passage from the Lower Bay in New York into the ocean entrance to Jamaica Bay by the way of Rockaway Inlet.

JAMAICA BAY

Jamaica Bay in the southern portion of the Borough is approximately eight miles long and four miles wide, and covers an area of about 20 square miles. It is separated from the Atlantic Ocean by the Rockaway Peninsula (5th Ward of Queens Borough), and is connected with the Atlantic Ocean by a channel known as the "Rockaway Inlet," which is about eight miles east of the Narrows.

A comprehensive plan adopted for the development of this great landlocked waterway includes a wide channel skirting the entire Bay, with several basins extending into the Queens Borough shore. The completion of this improvement will open for commercial, industrial, and residential development, a large territory south of the Jamaica, Richmond Hill and Woodhaven sections of Queens Borough.

The State of New York has granted the City of New York all right and title in and to all of the lands under water in Jamaica Bay for the creation of a new harbor in cooperation with the Federal Government. The project involves the dredging of an entrance channel and protecting it by riprap jetties; and the dredging of a main interior channel along the west and north sides of the Bay at the expense of the United States Government. The City of New York is to make appropriations for dredging the basins, bulkheading the waterfront, and make suitable highway and railroad connections with the upland. It provides for making and maintaining a channel with a width of 500 feet and a depth of 18 feet, at mean low water; to be increased as the needs of commerce require and as may be further authorized by Congress, to a width of 1500 feet for the entrance channel and 1000 feet for the interior channel, and to a minimum depth of 30 feet. The length of the channel included in the project is 12 miles. The mean range of tide is 4½ feet.

The approved estimated cost to the United States for the original work is not to exceed $7,430,000 in any event; to the City of New York, from $15,000,000 to $70,000,000, according to the extent of the work undertaken.

The Finest Beaches on the Atlantic Ocean Are on the Rockaway Penninsula.

Commercial Statistics.—The freight at present consists of coal, building material, lead, tin, mineral oil, road materials, fertilizing products, garbage and refuse to Barren Island.

The tonnage and value during 6 recent years is as follows:

	Short Tons	Value
1912	425,551	$5,150,000
1913	816,132	5,346,878
1914	768,550	5,171,668
1915	750,867	7,049,795
1916	736,775	9,887,021
1917	256,011	8,171,231

In December 1919 an appropriation of $7,500,000 was made by the Board of Estimate of New York City for the construction of six 1000 foot piers. The appropriation was made, however, contingent upon the United States Government approving of increasing the depth of the present channel from 18 feet to 30 feet, from Rockaway Inlet to the head of Mill Basin. Just as soon as this change has been made by the Government, the above appropriation will be expended as follows:

Bulkhead wall between Barren Island and Mill Basin	$1,500,000
6 Piers 1000 feet long, 200 feet wide	3,000,000
6 Storage sheds	2,700,000
Dredging Channel to 30 feet	300,000
TOTAL	$7,500,000

BARGE CANAL TERMINALS.

As a result of the combined efforts of the Queens Chamber of Commerce and Borough President Maurice E. Connolly, the State of New York in December 1914, acquired title to property on the waterfront of the Borough of Queens at three different locations for Barge Canal Terminals. These locations, which include a total water frontage of over a quarter of a mile, and approximately 10 acres of land, are as follows:

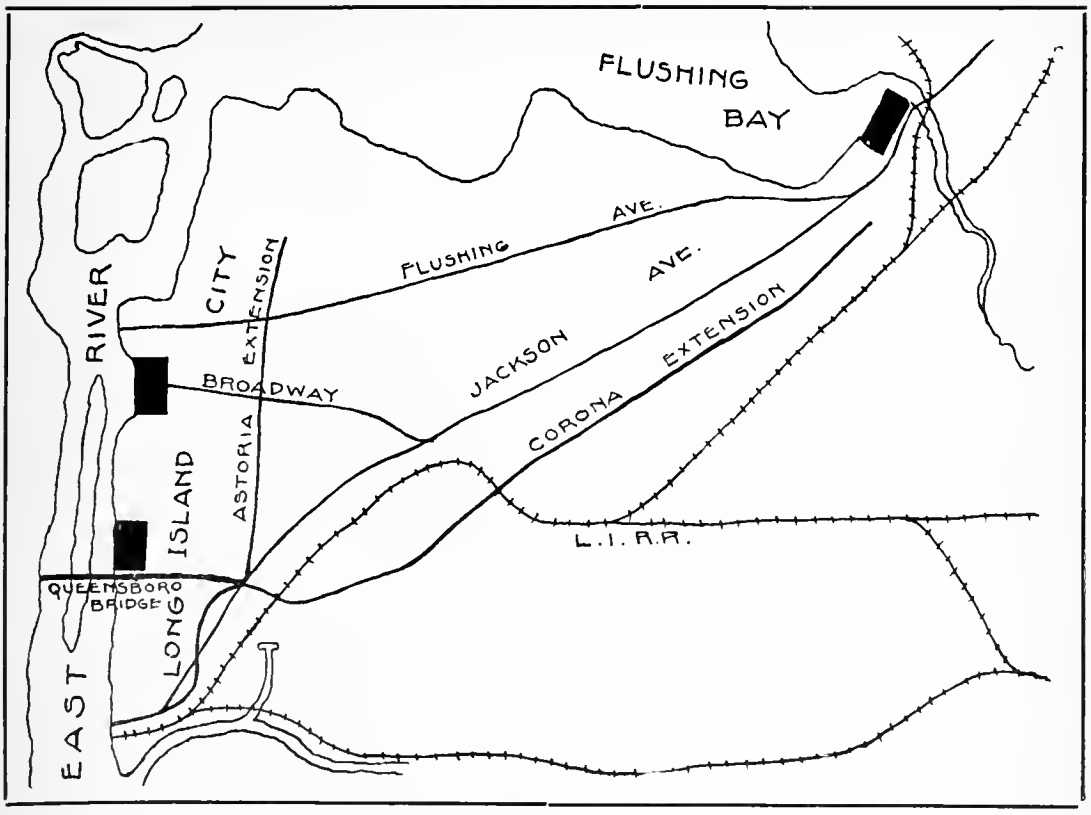
1. *East River, north of Queensboro Bridge*:—A strip 681 feet in length on the East River near the foot of Rogers Avenue and extending 150 feet inshore from the established bulkhead and pierhead lines, or approximately 104,700 square feet. This location for a Barge Canal Terminal is well adapted to the present and future industrial and commercial needs of Long Island City. It has direct and easy access to the marginal waterfront street, namely, Vernon Avenue; is only about 2,000 feet from the entrance of Queensboro Bridge itself, and geographically is admirably situated for any development along the waterfront. It is, moreover, centrally situated for the vast number of factories now located in Long Island City.

The improvement of this site under Terminal Contract No. 217, of October 23rd, 1918, provided for the repair of the existing bulkhead and for the construction of a freight house and crane track at a total of $75,000.

Terminal Contract No. 42, dated November 13th, 1918, provided for paving the terminal site with granite block pavement at a total cost of $53,500. All of this work has been completed and the Barge Canal Terminal is ready for the use of receivers and shippers of freight. Additional contracts have been let for cranes and miscellaneous equpiment.

Not only will barges from the State Canal be handled here, but as far as possible, all of the shipping that manufacturers in Queens desire to move by water. Superintendent Edward Walsh of the Department of Public Works of New York State has appointed a harbor master in charge of this terminal and another to be in charge of the terminal on Flushing Bay.

2. *Hallet's Cove, Astoria*—The property acquired at this point on Hallet's Cove, a small indentation of the East River, extends 400 feet northerly from the foot of Broadway to a point between Camelia Street and Jamaica Avenue, comprises approximately 160,270 square feet in area, and extends from the Boulevard outshore to the bulkhead and pierhead line. The bulkhead and pierhead lines are coincident at this place, and it is possible for the State to excavate a basin in this large area whereby an extensive terminal can be laid out. The location is well adapted geographically for a terminal, as it has direct connection with several arteries of travel connecting Long Island City, Astoria and Flushing.



Location of Three Barge Canal Terminals on the Waterfront of Queens Borough

Terminal Contract No. 45 was awarded to the Mohawk Dredge and Dock Company of Amsterdam, N. Y., on November 28, 1919, for the improvement of this terminal at an estimated cost of $255,275. The contract requires that the work shall be completed by May 28, 1921, and provides for the necessary excavation, construction of bulkhead walls, and grading. Further contract will be awarded for a freight house, cranes and miscellaneous equipment. Facilities will be provided for handling bulk and miscellaneous freight.

3. *Head of Flushing Bay*—The site selected has an approximate frontage of 400 feet on Flushing Bay, just west of the mouth of Flushing Creek and north of Jackson Avenue, and is about 400 feet in depth. It is admirably located and will serve not only the growing communities of Flushing, College Point, and Corona, but many other inland sections, such as Jamaica, Forest Hills, Richmond Hill, Bayside, Whitestone, etc. Notwithstanding the fact that navigation in Flushing Creek extends considerably further inland, the terminal as located will not be subject to the inconveniences of drawbridge navigation.

Terminal Contract No. 43, awarded on July 25th, 1919 to McHarg-Barton Company of New York City for a total sum of $151,340, provides for excavating a terminal basin, constructing a bulkhead wall and a frame freight house. Contract is to be completed by July 25, 1920. Additional contract will be made for paving, cranes and miscellaneous equipment. Facilities will be provided for handling bulk and miscellaneous cargoes.

Queens Borough will have all three terminals, as pointed out above, whereas to date there have been two terminals established on the waterfront in Brooklyn and only one in the Bronx. The action of the State in acquiring these three terminals is a practical example of what can be accomplished through organized effort by the business men of a community through its Chamber of Commerce.

When the Chamber was organized in 1911, a Commission appointed by the State had just completed its hearings on the proposed location of Barge Canal Terminals. As the business men of Queens had not been organized, and therefore did not present a united demand for terminals, no provision was made for their establishment in the Borough, although, even at that time, nearly 5 per cent of the assessed valuation, population, and manufactured products of the State were included in the Borough.

A Barge Canal Terminal is a freight station on the waterfront, to or from which the public can truck freight shipped via canal boats, just the same as they do from freight stations on railroads.

The manufacturers and merchants of Queens will all benefit by the reduction in the cost of transporting commodities of every kind, as there is not a section of the Borough which will not be within easy trucking distance of at least one of these three terminals.

VERNON AVE. BARGE CANAL TERMINAL, LONG ISLAND CITY, JUST NORTH OF QUEENSBORO BRIDGE.

BRIDGES

THE first step in the gradual rounding out of New York City during the past forty years was the spanning of the East River by immense aerial highways, eliminating this waterway as a barrier to the spread of population and commerce eastward into Queens and Brooklyn.

Three huge bridges connecting Manhattan and Brooklyn—the Brooklyn Bridge, opened in May 1883; the Williamsburg Bridge, opened in December 1903; and the Manhattan Bridge, opened in December 1909—have been, and are today, important factors in the growth of Queens Borough. All three bridges serve indirectly, through the Borough of Brooklyn, the residential and business interests of Queens.

As the business center of Manhattan grew northward, and as the population, commerce and industry of Queens Borough continued to increase, the necessity for a direct connection between Manhattan and Queens became more and more necessary. Shortly after Queens became a part of New York City, the efforts of its residents to secure the construction of such a bridge were rewarded, for in June 1901 a contract was let for the piers and in November 1903 contract was let for the steel superstructure of the Queensboro Bridge. On March 30, 1909, the bridge was completed and officially opened to the public.

Immediately following the opening of the Queensboro Bridge, many large industrial plants, formerly located in Manhattan, began to seek sites in Queens for the erection of new plants. This influx of factories has grown year by year, and the number of vehicles and passengers using the bridge daily has continued to increase to such an extent that plans are already being made to urge the construction of still another bridge connecting Queens with Manhattan and the Bronx by spanning the East River in the vicinity of Hell Gate.

QUEENSBORO BRIDGE

No better proof of the rapid development of Queens Borough and adjacent territory on Long Island during the past decade need be given than a statement of the amazing growth of the daily traffic of passengers, vehicles and trolley cars crossing the Queensboro Bridge since its opening in 1909.

Each year a traffic count for a period of 24 hours is made by the Department of Plant and Structures (formerly Bridge Department) and the results below show 900 per cent increase in vehicular traffic and 150 per cent increase in the number of persons who daily cross the Bridge during the past 10 years.

	DATE	PERSONS	TROLLEY CARS	VEHICLES	SECOND AVE. "L" CARS
	Nov. 11, 1910	44,329	1,751	1,810	
	Dec. 28, 1911	47,694	2,284	2,352	
	Oct. 24, 1912	59,529	2,796	3,644	
	Oct. 29, 1913	81,760	2,924	6,691	
	Nov. 5, 1914	87,850	3,091	7,207	
	Oct. 28, 1915	93,654	3,212	9,505	
(a)	Dec. 7, 1916	79,482	2,967	9,858	
	Oct. 25, 1917	93,897	2,113	13,431	1032
	1918		No Official Count Made		
	Oct. 21, 1919	109,691	1,516	18,801	1,183

(a) The decrease in number of persons and trolleys in 1916 resulted from the operation of the Queensboro Subway between 42nd Street, Manhattan, and the Bridge Plaza, Long Island City.

Courtesy E. W. Spofford.

View showing five bridges spanning the East River. The New York Connecting Railroad Bridge at Hell Gate is shown in foreground. The proposed Tri-Borough Bridge would parallel this route a short distance to the south.

The Queensboro Bridge across Blackwell's Island joining Long Island City with Manhattan at 59th Street is also shown.

INCREASE IN MOTOR VEHICLES

(b) Operation of 2nd Ave. "L" trains on upper level inaugurated July 23, 1917.

The increase in the number of motor driven vehicles as compared with horse drawn is particularly interesting. In 1913, there were 1899 horse drawn (25%) and 4792 motor driven (75%) or a total of 6691 vehicles crossing the bridge in 24 hours. In 1919 the number of horse drawn had decreased to 1207 (7%) and the motor driven had increased to 17,594 (93%) or a total of 18,801. A large part of this increase is due to the many new automobile manufacturing plants and service stations which have located in Queens Borough during the past ten years. The picture below shows very clearly how close together are the "Automobile Sales Row" on Broadway, Manhattan, and the many automobile service and manufacturing plants in Queens Borough.

The three bridges—Williamsburg, Manhattan and Brooklyn—connecting lower Manhattan with Brooklyn are seen in the distance.

In the central foreground may be seen the largest gas plant in the world—The Astoria Light, Heat and Power Co.—where all the gas consumed in Manhattan is manufactured.

Photo by Dr. W. T. Kilmer *Goerz-Dagor Lens*

THE QUEENSBORO BRIDGE AT NIGHT

The 52-foot wide vehicular roadway of the Queensboro Bridge. 18,000 vehicles used this roadway on Oct. 21, 1919. On a summer day as many as 30,000 automobiles use this roadway. It is the great commercial highway connecting the industrial sections of Queens Borough with the mercantile sections of Manhattan.

HISTORY

December 2, 1899—The general plan for a cantilever bridge from Second Avenue, between 59th and 60th Streets, Manhattan, across Blackwell's Island to intersection with Jane Street, Long Island City, was submitted to the Secretary of War.

November 15, 1900—Ordinance authorizing construction approved by Mayor of New York City.

February 23, 1901—Plans were approved by War Department.

March 21, 1901—Board of Alderman authorized condemnation proceedings for the land required.

June 27, 1901—Contract was let for construction of the six masonry piers to Ryan & Parker for $745,547; work commenced July 19th.

November 20, 1903—Contract let to Pennsylvania Steel Company for construction of steel superstructure at $5,132,985.

December 31, 1903—Contract let to Williams Engineering & Contracting Company for towers on piers for $685,000.

June 15, 1908—Contract of Pennsylvania Steel Company for steel superstructure completed.

March 30, 1909—Bridge opened for pedestrians and vehicles.

June 12, 1909—Celebration of completion of bridge commenced.

September 19, 1909—Operation of surface cars over bridge began.

July 18, 1911—Bridge tolls abolished by Board of Aldermen.

July 23, 1917—Second Avenue "L" operated across upper level from Manhattan.

FIXED STATISTICS

Type—Continuous cantilever, without suspended span; steel towers.

Grades on Bridge and Approaches—Queens approach, 3.4 per cent; Manhattan approach, roadway, 3.5 per cent; trolleys, 5.8 per cent; main bridge spans, 3.4 per cent; the middle, 1,700 feet, is level.

Width of Waterway—Pier line to pier line, west channel, 939 feet; east channel, 793.2 feet.

Clear Width of Navigable Openings, square with the channel—Between 24-foot contours, west channel, 860.7 feet; east channel, 216.3 feet.

Material of Bridge—Medium steel, except top chord eye-bars and pins, which are nickel steel.

Foundation—Two anchor piers to rock; 4 main piers to rock.

Facilities—One roadway, 53.25 feet wide; 2 sidewalks, 16.33 feet; 2 surface car tracks; 2 elevated car tracks.

Can Pass in Either Direction in One Hour (maximum)—Passengers (vehicles), 14,400; passengers (cars), 315,200; foot passengers, 24,500; total 354,100; 172,050 eastbound, 172,050 westbound.

Original Contract Price—Land, $4,635,000; approaches, bridge, $13,496,500. *Final Cost, Including Land, etc.*—$18,131,500.

Total length of bridge from east side of Second Avenue, Manhattan, to Jackson Avenue, Queens, including Queens Plaza, 8,601 feet. The length of spans are: Manhattan anchor spans, 469.5 feet; west channel span, 1,182 feet; island span, 459 feet; east channel span, 984 feet; Queens anchor span, 459 feet. The clear height over East River is 135 feet.

PROPOSED TRI-BOROUGH BRIDGE

A bill has been introduced in the New York State Legislature authorizing the City of New York to proceed with the construction of a new bridge over the East River connecting Queens Borough with the boroughs of Manhattan and the Bronx. Tentative plans, which have already been prepared by the Department of Plant and Structures for this new highway, estimate its cost between $15,000,000, and $20,000,000.

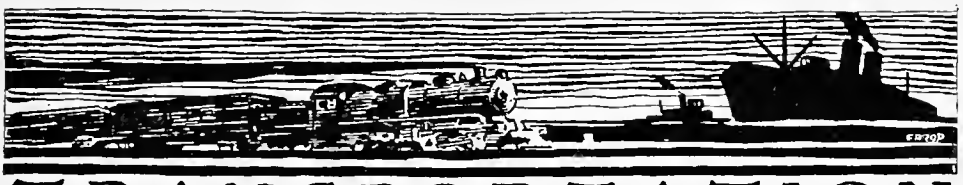
The proposed bridge would have terminals at Second Avenue and Potter Avenue, Queens; 125th Street and First Avenue, Manhattan; and St. Ann's Avenue and Southern Boulevard, Bronx. The total length of the bridge would be about 15,000 feet and it would parallel the present approaches of the span of the New York Connecting Railroad Bridge from Astoria crossing the East River at Hell Gate, across Randall's Island and Ward's Island where it would fork, one branch (for vehicles and foot traffic) leading to 125th Street, Manhattan, and the other branch (for transit lines, vehicles, and foot traffic) to the Bronx.

The construction of this bridge would mean that the upper part of Manhattan, as well as the Bronx, would be made more accessible to Queens Borough, which naturally means a reduction in the cost of handling products transported between these boroughs.

An important reason given for the construction of this bridge is the opportunity which would be afforded for the extension of the present Astoria "L" to upper Manhattan and the Bronx making the labor supply of these great residential centers more available for the many industrial plants in Queens Borough.

BRIDGES CONNECTING QUEENS WITH BROOKLYN; BRIDGES CROSSING INTERIOR WATERWAYS.

Name	Water Crossing	Type of Bridge	Clear Height Above M.H.W. Feet	Greatest Span Feet	Length of Bridge Feet	Length of App. Feet	Total width of Bridge Feet
Vernon Avenue	Newtown Creek	Bascule	24	172	1698.6	1500	60
Greenpoint Avenue	" "	Swing	15	206.7	282	75	32
Meeker Avenue	" "	Swing	8	200	284	84	31
Grand Street	" "	Swing	10	229.6	550	320	36
Borden Avenue	Dutch Kills Creek	Retractile	3.5	169	265	90	50.5
Flushing	Flushing Creek	Bascule	12	68	351	262	52
Strong's Causeway	Flushing Creek	Swing	2	135	135.2	44	33.2
Little Neck	Alley Creek	Swing	2	90	157.2	65	18



TRANSPORTATION

THE NEW YORK CONNECTING RAILROAD

THE New York Connecting Railroad was completed and placed in operation in April 1917 for passenger service. Freight service was inaugurated January 17th, 1918.

The importance of this enormous and costly undertaking to the industrial and commercial life of Queens Borough cannot be overestimated. It is not only of inestimable value to the thousands of manufacturing establishments now located in the Borough, but will be the deciding factor in bringing thousands of new industrial plants into Queens.

Connecting as it does, thousands of miles of tracks operated by the Pennsylvania Railroad System with the thousands of miles operated by the New York, New Haven & Hartford Railroad System and its connections in the New England States, this new Railroad has placed all of the Borough of Queens on the main line of these vast transportation systems and has enabled shippers and receivers of freight in every section of the Borough to save both time and money in the receipt and delivery of their raw materials and finished products.

It has given Queens Borough an all rail route with the mainland and has done away with the necessity for lightering freight cars across the East River to New York, New Haven & Hartford Railroad terminals. Today long trains of freight cars are operating over this new route bringing into Queens, with greater dispatch, commodities of every description and taking back to all parts of the United States the products of the industrial plants of the Borough.

The New York Connecting Railroad, incorporated April 1892, was granted a Certificate on February 14th, 1907 by the Board of Rapid Transit Railroad Commissioners of the City of New York, authorizing it to construct and operate a railroad from a point in the Borough of Brooklyn, through the Borough of Queens, and across the East River, Ward's Island, Little Hell Gate, Randall's Island and Bronx Hills to a point in the Borough of the Bronx, a distance of approximately 12 miles. The certificate and franchise were approved by the Board of Estimate and Apportionment on February 15th, 1907 and by the Mayor on March 14th of the same year.

The bridge itself, which is the largest of its kind in the world, cost $18,000,000. The total cost including the approaches and construction work to Bay Ridge was $30,000,000. The total length of the bridge including the viaducts is more than three miles. The main span across the East River at Hell Gate connects the Astoria section of Queens with Ward's Island, and Ward's Island is in turn connected with Randall's Island, which is connected with the Bronx.

The massive granite piers of the bridge rise to a height of 240 feet and are 1,000 feet apart. The big steel arches which support the deck of the bridge are 3,000 feet in length, rising to a height of 300 feet above the water. The deck is 150 feet above the river and the clearance for vessels at mean high water is 140 feet, permitting the tallest masts of the largest vessels afloat today to pass safely beneath it.

The Railroad is used not only for freight service but two of the four tracks are used for passenger traffic. Through passenger trains operate from Boston to Washington and other cities. The structure after leaving the bridge across the East River gradually descends in Queens to a level near the surface at Woodside where one branch, for passenger trains, extends to the Sunnyside Yards of the Long Island Railroad and is carried into the tunnels under the East River to the Pennsylvania Station in Manhattan. Another branch, for freight trains, continues through the Newtown section, where the route is gradually depressed and becomes partly tunnel construction, until Lutheran Cemetery is reached. Here it enters a tunnel more than a half mile in length and is carried over the tracks of the Long Island Railroad to the Evergreen section where it again passes through tunnels under the East New York section of Brooklyn, and thence through a "cut" to the Bay Ridge section on the waterfront of South Brooklyn. From this point freight cars are lightered across the Upper Bay to the Pennsylvania Railroad yards at Greenville, N. J.

Efforts are now being made by the Queens Chamber of Commerce to have freight tunnels constructed under the Narrows connecting South Brooklyn and Staten Island to provide for an all rail route to connect with all the trunk lines which terminate on the Jersey side of the harbor.

The interchange point of the New York Connecting Railroad for the delivery of freight to Long Island Railroad is at Fresh Pond Junction, situated on the Montauk Division, about half way between Long Island City and Jamaica.

TROLLEY LINES

P to the years 1915-6-7, when the new rapid extensions into Queens were placed in operation, the development of the Borough was entirely dependent upon the Long Island Railroad and the trolley lines.

With 200 miles of trolley tracks radiating to all parts of the Borough, connecting many widely separated communities, Queens began to grow to its present importance.

The most important addition to the trolley facilities of the Borough during the past ten years was the completion of the line which operates from Second Avenue, Manhattan, across the Queensboro Bridge and over Queens Boulevard, to Jamaica, a distance of 10 miles. The line was placed in operation to Winfield in January 1913, to the Long Island Railroad Station, in Jamaica, in January 1914, and to South Jamaica in April 1916.

The effective cooperation of the Queens Chamber of Commerce secured the retention of the franchise for this road when in 1912 proceedings had been started to rescind the franchise for failure on the part of the South Shore Traction Company (to whom it was originally granted) to construct the line.

Modern, side-door passenger cars, which make this trip in about half an hour, have made accessible for greater home development, thousands of acres of land through the center of the Borough which formerly had no transportation facilities except one or two stations on the Main Line of the Long Island Railroad.

Another important improvement to the trolley facilities of the Borough was the operation of the cars of the Brooklyn, Queens County and Suburban Railway over the extension of this line from Dry Harbor Road (Middle Village) to Fulton St. (Jamaica), a distance of approximately three miles, which began September 25th, 1917. This extension furnishes a shorter and more direct route between Jamaica, Richmond Hill, Kew Gardens and Forest Hill to the Williamsburg bridge and City Hall, Manhattan.

NUMBER OF FARE PASSENGERS

Year Ending June 30th	New York & Queens County Railway	N. Y. & L. I. Traction Co.	L. I. Electric Railway	N. Y. & No. Shore Traction Co.	Ocean Electric Co.	Man. & Queens Traction Co.	Total
1910	20,277,761	7,080,393	3,519,080		2,103,868	1,449,062	34,430,074
1911	23,640,701	7,758,657	3,837,468	2,084,758	2,230,951	2,069,950	42,522,485
1912	25,450,728	7,834,530	3,826,087	2,755,140	2,047,904	2,668,334	45,182,732
1913	26,950,656	8,040,320	4,084,666	2,761,466	2,876,607	2,753,299	47,467,014
1914	26,744,147	8,088,288	4,367,692	2,878,546	2,171,551	4,728,472	49,073,696
1915	26,835,060	8,540,769	4,404,800	2,040,272	3,100,473	6,855,734	52,686,108
1916	28,373,608	8,204,525	4,418,033	2,001,530	3,008,609	7,170,198	54,167,403
1917*	21,481,773	8,574,480	4,464,017	2,787,813	3,140,360	8,093,565	48,551,017
1918*	18,805,235	8,088,026	3,972,356	3,072,104	3,100,605	5,940,482	43,544,988
1919*	20,490,616	9,916,443	4,166,612	2,716,602	3,430,412	5,993,890	46,723,575

*Decrease resulted from operation of rapid transit trains.

Name of Railway	Lines Operated		Miles of Track	Incorporated	Remarks
	From	To			
New York & Queens County Railway	New York via Queensboro Bridge & Long Island City Flushing	L. I. City Dutch Kills Steinway Astoria Ravenswood Calvary Elmhurst Corona & Flushing College Point & Jamaica	74.58	1896	Owned by the Interboro R. T. Co.
*New York & Long Island Traction Co.	City Line, Brooklyn Jamaica	Ozone Park, Laurelton, Woodhaven & Jamaica. Hollis & Queens	41.80	1894	Owned jointly by the L. I. R. R. & the Interboro R. T. Co.
*Long Island Electric Railway Co.	Jamaica	Hollis, Queens & Hempstead	25.85	1899	Owned jointly by the L. I. R. R. & the Interboro R. T. Co.
*New York & North Shore Traction Co.	Flushing	Whitestone, Bayside, Great Neck, Roslyn, & Port Washington	37.72	1902	Operation started July 1910
Ocean Electric Railway Company	Far Rockaway	Hammels, Belle Harbor, Rockaway Beach	15.59	1897	Owned by the L. I. R. R.
Manhattan & Queens Traction Corporation	New York via Queensboro Bridge Long Island	L. I. City, Elmhurst, Forest Hills, Kew Gardens, Jamaica	19.48	1903	Local service started 1909; Line to Jamaica 1914
†Brooklyn, Queens Co. & Suburban R. R.	Bk. (Metrop'lit'n Ave.) Brooklyn (Cypress Hills)	Jamaica Woodhaven, Richmond Hill, Jamaica	27.00	1893	Owned by the Brooklyn R. T. Co.
†Brooklyn Heights Railroad Co.	Bk. (Rgwd) " " Bk. (Rgwd) " " Mhtn. (Delancey St.)	Richmond Hill (Myrtle Ave.) Flushing North Beach	55.00	1887	Owned by the B. R. T. Co.

*Operated in both Queens Borough and Nassau County.

†Operated in both Queens Borough and Brooklyn.

PENNSYLVANIA STATION

THE magnificient Pennsylvania Station, situated in the heart of the midtown business section of Manhattan and located on the Seventh Avenue Subway, is within a few minutes walk of the theatrical and shopping districts. It is one of the principal gateways to the Borough of Queens.

Any publication setting forth the advantages of the Queens Borough section of New York City, would be incomplete without a statement as to the facilities which are provided by this gigantic terminal for the residential and business interests of the fastest growing borough of New York City.

The Station is built after the Roman Doric Style of architecture and covers the entire area bounded by Seventh and Eighth Avenues and 31st and 33rd Streets, covering more territory than any other building in the world, constructed at one time. It is larger than the Union Station at St. Louis, and more spacious than the new station at Washington. It covers eight acres of ground, and took six years to complete. It has a capacity of 144 trains per hour, has eleven station platforms with a total length of nearly four miles.

Birdseye View of Pennsylvania Station

Ten years ago—September 12th, 1910—this station was opened for operation of the trains of the Long Island Railroad giving electric train service to all parts of Queens Borough. Passengers can go from this station in modern comfortable steel coaches, electrically operated, to the furthermost points in Queens Borough in half an hour.

Four minutes after starting, passing through tunnels under Manhattan Island and the East River, trains emerge into the Sunnyside Yards in Long Island City. Nine minutes after starting the first stop is made at Woodside, 5 miles distant from the Pennsylvania Station.

The amazing growth in the number of Long Island Railroad passengers, to and from Queens Borough and all sections of Long Island, has necessitated the enlargement and remodeling, three different times within the past nine years of that part of the Station along 33rd Street, devoted to the use of the Long Island Railroad.

More than 100,000,000 passengers have entered and departed on the Long Island Railroad alone in the past nine years. It is estimated that 75% of these passengers travel to and from stations located in Queens Borough.

The following statement gives a good idea of the remarkable growth in the use of this station by both the Long Island Railroad and the Pennsylvania Railroad.

Passengers	*For Year* 1911		*For Year* 1919		*Percent*
Arriving & Departing	*Number*	*Percent*	*Number*	*Percent*	*Increase*
Long Island Railroad	6,224,429	64	19,843,205	66	220
Pennsylvania Railroad	3,638,005	36	10,200,000*	34	180
Total.....	9,862,434	100	30,043,205	100	200
Lehigh Valley Railroad			408,000		
Baltimore & Ohio "			510,000		

*Estimated

The total number of Pennsylvania Railroad passengers arriving and leaving New York City during 1919 was 40,800,000 which was made up as follows:—

10,200,000—to and from Pennsylvania Station.
22,440,000—to and from Newark, Harrison and Manhattan Transfer.
4,420,000—to and from steam trains at Jersey City.
2,040,000—Cortlandt Street Ferry.
1,700,000—Desbrosses Street Ferry.

The remarkable transportation facilities which this Station places at the disposal of the residents of Queens Borough are unique, for no other borough of New York City possesses similar advantages. This wonderful transportation service from Manhattan to Queens, combined with the Rapid Transit service of the new subway and elevated extensions from Manhattan and Brooklyn to all sections of Queens, has resulted in a building development of homes and factories that was equaled by only three cities in the United State in 1919.

THE LONG ISLAND RAILROAD

THE silent, swift and smokeless rapid transit service rendered by the Long Island Railroad to the residents of every section of Queens Borough is distinctive. With the advantages of both steam and electric trains, under river tunnels, and nearly 200 miles of single track in Queens Borough and with modern all-steel car equipment, the transportation facilities offered by this railroad are ahead of those provided for any other section adjacent to Manhattan. No other borough of New York City has the advantage of similar service.

Trains of big, comfortable steel cars, electrically operated, from the terminals in Manhattan, Brooklyn and Long Island City, carry more than 150,000 passengers daily to and from their homes and places of business.

The growth during the past ten years in the number of commuters who use this road to reach their homes in the attractive residential sections of Queens has exceeded even the most optimistic expectations of those who planned the costly improvements which have made these facilities so valuable to the present and future residential, industrial and commercial interests of Queens Borough.

Passenger Station and Office Building, Jamaica.

The number of passengers on the Long Island Railroad, who enter and leave the Flatbush Avenue Station in Brooklyn, is almost as great as the total number of both New York Central and New York, New Haven & Hartford Railroad passengers using the Grand Central Station.

The number of Long Island Railroad passengers who enter and leave the Pennsylvania Station in Manhattan has grown from 6,224,429 in 1911 to 19,843,205 in 1919, an increase of 220% in less than 10 years.

Although there are more railroad lines operating to New Jersey towns within the Metropolitan area, they are steam roads without direct terminals in Manhattan or Brooklyn. Their service to commuters cannot be compared with that rendered by the Long Island Railroad to the residents of Queens.

The fact that an express station on the original subway in New York was located at Grand Central Station gave the New York Central and New Haven Railroads a decided advantage from 1904, when the subway was placed in operation, to 1918 when the Seventh Avenue Subway was opened with an express stop at Pennsylvania Station. Commuters who formerly lived in Westchester County and Connecticut now find it more convenient to use the Pennsylvania Station to reach homes in Queens Borough. The tide of travel has turned eastward.

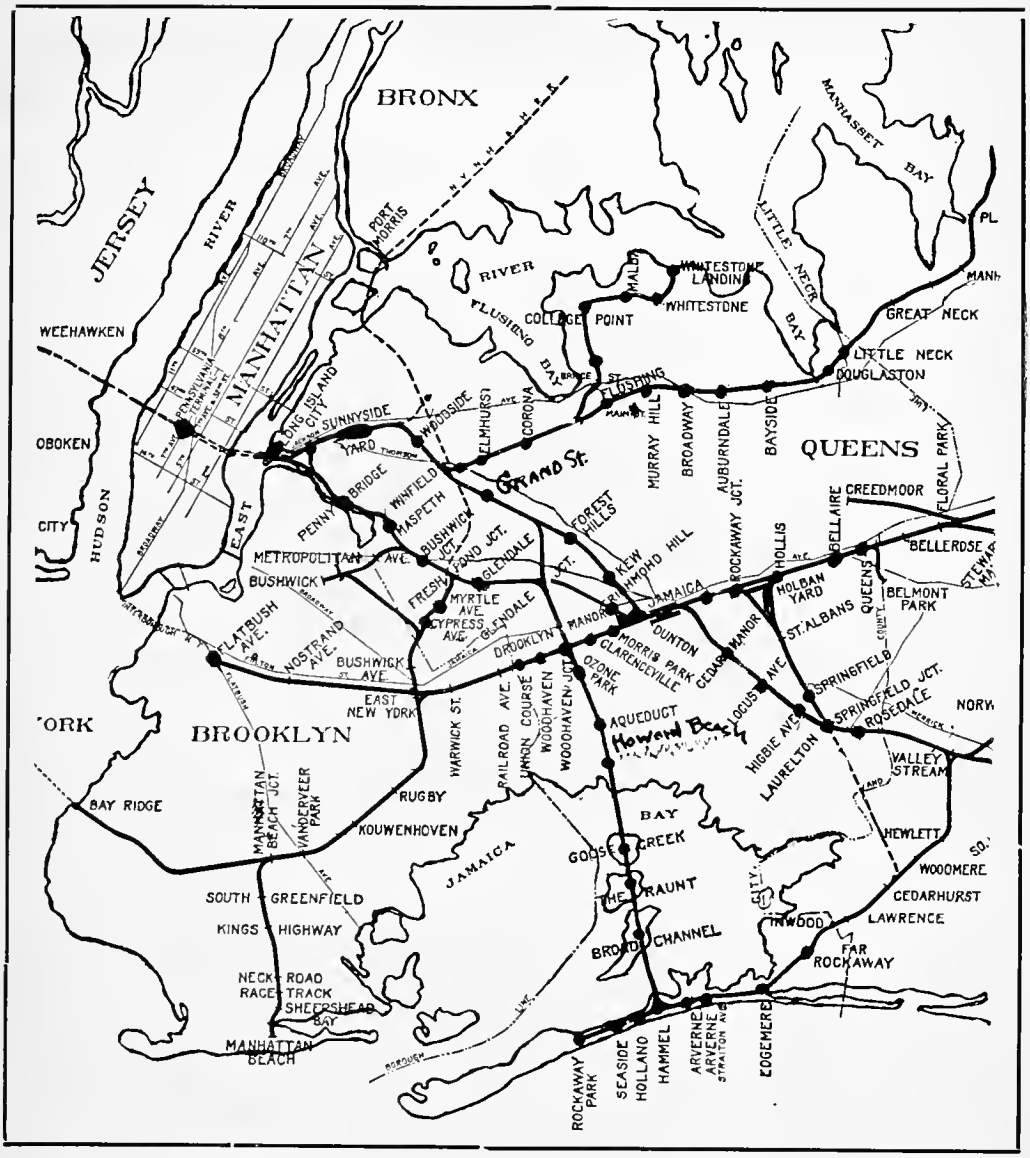
Since 1901, when the Pennsylvania Railroad acquired control of the Long Island Railroad, the entire system has been practically rebuilt, with an expenditure of over $60,000,000 for eliminating grade crossings, providing additional tracks, rolling stock and stations. All of this work has been done in conjunction with the vast improvements of the Pennsylvania system in and around New York City, estimated to have cost over one hundred million dollars.

HISTORY

The Long Island Raliroad Company—one of the first steam railroads of the United States—was incorporated in April 1834, to build a line from the village of Greenport, L. I. to the water edge in the village of Brooklyn, to connect with steamboats at Greenport to make a through line from New York to Boston. The first line built was from Brooklyn to Jamaica in 1834; Long Island City to Jamaica in 1860; Long Island City and New York and Flushing Junction 1854; Whitestone and Whitestone Junction 1868; Rockaway Junction and Far Rockaway 1873; Great Neck and Port Washington 1898.

ELECTRIFICATION

Electrical work on the lines of the Long Island Railroad commenced in 1904 and electric service was started from Brooklyn to Rockaway Park across the Jamaica Bay trestle, July 28, 1905; from Brooklyn to Jamaica, August 30, 1905; to Belmont Park, October 2, 1905; Springfield Junction, October 16, 1905; and



MAP SHOWING LOCATION OF PASSENGER STATIONS IN QUEENS BOROUGH ON THE LONG ISLAND RAILROAD.

Valley Stream via Hammel and Far Rockaway, December 11, 1905. On May 17, 1906 electric service was extended from Springfield Junction to Valley Stream completing a loop around the eastern section of Jamaica Bay; on May 26, 1908 the service was extended to Hempstead and Garden City.

On September 10, 1910, electrical operation was inaugurated from Pennsylvania Station, Manhattan, to Jamaica and Long Beach; also, via Glendale cut-off,

to Rockaway Beach. On October 22, 1912, electric service was started from Pennsylvania Station, via Flushing, Bridge Street, to College Point and Whitestone; and on Octboer 21, 1913 to Flushing, Bayside, and other stations, to Port Washington.

Today the Long Island Railroad operates 400 miles of line of which more than 70 miles are in Queens Borough—some two and others four and six tracks. Eighty-five percent of the road in Queens in electrified.

TUNNELS

The construction of the four steel tunnels from the Pennsylvania Station under the Island of Manhattan and the East River, connecting not only the Borough of Queens, but all of Long Island, with the heart of New York, was one of the greatest railroad projects ever undertaken. Great engineering difficulties were encountered on account of the number of tubes and the rapidly moving express and local trains they were built to stand. The length of each tunnel from Pennsylvania Station to the First Avenue shaft is 5,199 feet; First Avenue shaft to Long Island City shaft, 3,955 feet; Long Island City shaft to portal 3,950 feet.

SUNNYSIDE YARD

SUNNYSIDE YARD, LONG ISLAND CITY.
PIERCE-ARROW SERVICE STATION IN BACKGROUND.

The Sunnyside Yard is a part of the huge terminal system of the Pennsylvania Railroad and the Long Island Railroad and is said to be the largest and most scientifically arranged passenger car yard in the world. It has an area of 190 acres used for that purpose of car storage and for overhauling and cleaning day coaches and Pullman cars; also for making up trains preparatory to their trip to the Pennsylvania Station in Manhattan, from which they run to all parts of the trunk system of the Pennsylvania Railroad. The yard is 5,500 feet in length and 1,550 feet in width. There are at present 73 miles of track in the yard arranged in a system of loops that have a capacity for the storage of 2,000 cars. In the construction of the yard over 2,300,000 cubic yards of dirt were moved. The yard is traversed by eight stately steel bridges and viaducts, some of which cost over $500,000, providing for carrying the highways of Queens

Flatbush Ave. Station, Brooklyn.

across the net work of tracks. Nearby is the power house that supplies the power for the entire electrical operation of the Long Island Railroad and contains 32 boilers, set in batteries of two boilers each, with a capacity of 37,500 Horse Power, or 50,000 Kilowatts of electrical power. The building has a capacity of double the present amount of machinery, or 100,000 Kilowatts.

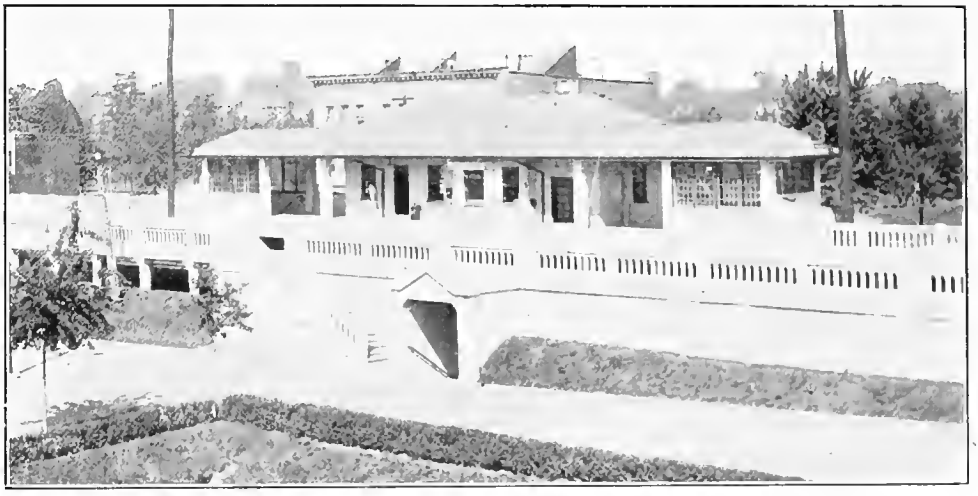
IMPROVEMENTS

NORTH SHORE DIVISION

The completion of the electrification of the North Shore Division from Winfield to Port Washington, estimated to have cost $1,500,000., which included the elimination of grade crossings through Flushing, and the inauguration of through electric service on this line, has resulted in a great saving of time to all residents on this branch, and has done away with the former inconvenience of changing cars at Woodside.

WOODSIDE-WINFIELD CUT-OFF

The completion in 1916 of this important improvement eliminated ten grade crossings, straightened the main line doing away with a double curve, and affected a considerable saving in time for all trains to and from both the Pennsylvania Station and the Long Island City terminal. The improvement included a massive six-track steel bridge more than 200 feet in length over Queens Boulevard. The joint rapid transit transfer station on the Corona Elevated extension is on this straightened line. The increase in the number of tickets sold at this rapid transit station from May 1917, when it was placed in operation, to September 1919 tells its own story as to the convenience of this joint station for the interchange of passengers. The number of tickets sold in May 1917 was 42,100; the number in September 1919 was 71,900.



STATION AT BROADWAY, FLUSHING.

JAMAICA IMPROVEMENT

The biggest railroad improvement in the Borough during the past ten years was the completion of the new Jamaica transfer station and yard, costing over $3,000,000. This station was opened to the public in March, 1913. As a result of the improvement many dangerous highway crossings at grade were eliminated and passengers from all parts of Long Island are now afforded easy and quick transfer between trains, doing away with former delays. The station includes 12 passenger tracks and five wide platforms. The improvement also included the construction of a six-story, concrete-steel station and office building. The main station is now at Sutphin Avenue, 1,500 feet west of the old station.

The improvement has given a great stimulus to the development of Jamaica and other sections in the central and southern part of the Borough. The great increase in the yard capacity permits an increase in the number of trains without resulting in congestion and consequent delay and danger. The extent of the benefit of the improvement can be appreciated by the fact that over 100,000 passengers pass through this station on an average for every day of the year.

GRADE CROSSINGS

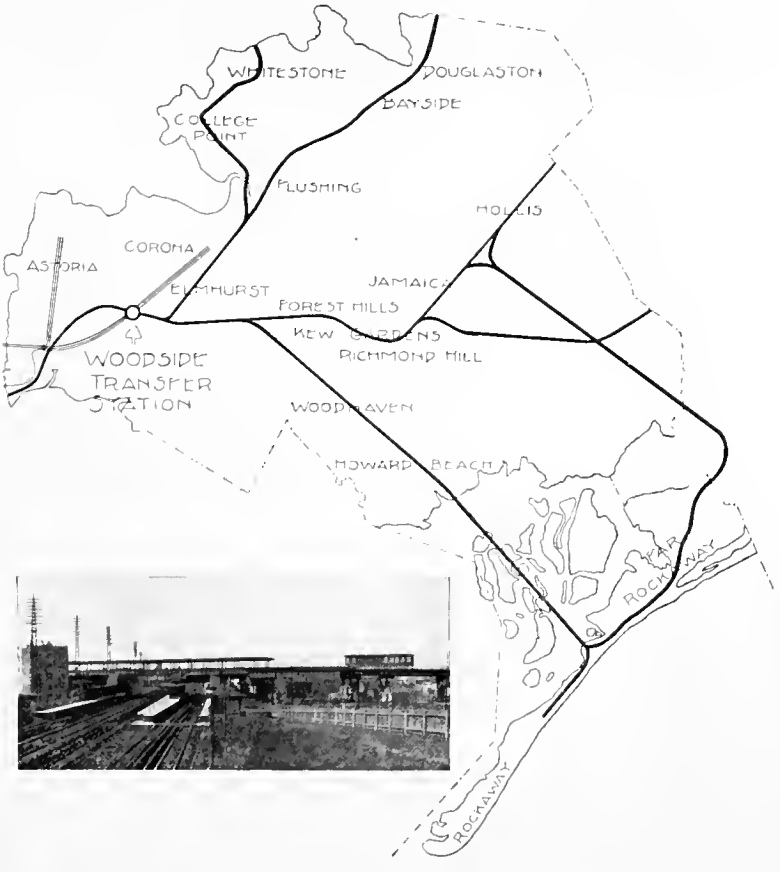
In addition to the elimination of grade crossings as a result of the improvements at Woodside, Flushing and Jamaica, important work has also been done at Fresh Pond Road and Metropolitan Avenue, at Bushwick Junction, Hollis, and in Far Rockaway. The elimination of grade crossings in Richmond Hill on the Montauk Division, and along the Atlantic Division through Woodhaven and Morris Park will be undertaken shortly.

There are today approximately 169 grade crossings on the Long Island Railroad in Queens Borough.

WOODSIDE TRANSFER STATION

Through this joint station, passengers on any division of the Long Island Railroad, whether North Shore, Main Line, or Rockaway Division, are able to transfer directly to the Queensboro Subway and Second Avenue "L" rapid transit trains of the Interborough and the Broadway-59th Street Line of the B. R. T.

The importance of this station as a transfer point is directly proportional to the number of Long Island Railroad trains which stop there. About seventy-four percent of the trains stop today. The Queensboro Chamber of Commerce believes that more trains should stop at that point for the interchange of passengers, at the same time realizing that passengers bound for all points in New York City can go through to the Pennsylvania Station and make connections there with the Seventh Avenue Subway.



Map Showing Relation of the Woodside Stations of the Long Island Railroad and the Rapid Transit Systems as a Convenient Transfer Point. Insert Photograph Shows the Two Stations, One Above the Other.

PASSENGER TRAFFIC

Lying within a radius of 15 to 20 miles from the business sections of Manhattan and Brooklyn is the great suburban zone of the Borough of Queens. This is one of the most wonderful residential sections in the world. The following table will give the reader an adequate idea of the immense growth in travel in the past ten years to and from Brooklyn and New York to Queens Borough and Long Island.

Year	No. of Passengers Carried	Increase	No. of Commuters (Tickets)
1910	30,978,615	3,511,854	142,427
1911	33,867,228	2,888,613	162,318
1912	37,319,812	3,452,584	182,025
1913	40,606,183	3,286,317	203,886
1914	42,127,526	1,521,343	216,728
1915	42,629,325	501,799	226,301
1916	45,802,555	3,213,230	254,803
1917	50,796,028	4,993,473	275,712
1918	55,004,086	4,208,058	294,045
1919	64,067,541	9,063,455	367,057

The following table gives the number of passengers entering and leaving the three principals terminals for the past ten years:—

Year	L. I. City	Brooklyn	Penna. Sta.	Local	Total
1910	6,332,878	13,455,991	1,422,009	9,766,837	30,978,615
*1911	*3,308,938	14,094,003	6,224,429	10,230,853	33,867,228
1912	3,071,004	15,772,402	7,732,184	10,744,222	37,319,812
1913	2,318,568	17,501,524	9,629,021	11,157,070	40,606,183
1914	1,471,541	18,064,720	11,031,845	11,559,411	42,127,526
1915	1,242,061	18,135,150	11,807,512	11,444,662	42,629,325
1916	1,167,087	19,666,344	13,225,091	11,745,033	45,802,555
1917	1,210,578	23,118,805	14,450,259	12,007,386	50,796,028
1918	1,676,045	23,824,123	15,595,142	13,908,776	55,004,086
1919	1,399,352	27,543,674	19,843,205	15,231,310	64,067,541

(**The opening of the Pennsylvania Station in September diverted the trains, and therefore the passengers, from the former terminal in Long Island City.*)

To carry the above passengers in and out of the terminals The Long Island Railroad operated, during 1919, 88,140 trains in and out of the Pennsylvania Station and 103,390 trains in and out of Flatbush Avenue.

FREIGHT

The Long Island Railroad Co. serves all parts of Queens Borough and is a Terminal Line for all of the Trunk Lines entering New York City. Except in and from nearby points, New York rates, (with few exception) apply to and from nearly all points in the Metropolitan District on Long Island, which includes the following stations in Queens Borough:

Blissville	Elmhurst	Jamaica	Richmond Hill
College Point	Flushing	Laurel Hill	Whitestone
Corona	Forest Hills	Long Island City	Winfield
	Glendale	Ozone Park	

To and from points beyond Flushing and College Point on the North Shore; Jamaica on the Main Line, and Ozone Park on the Rockaway Beach Division; the through rates are slightly higher than the rates to and from the above points.

The New York Connecting R. R., with its bridge over Hell Gate, provides an all-rail service on traffic to and from New England routed via the N. Y., N. H. & H. R. R. The rates via this route to and from all points in Queens Borough (except Fresh Pond Junction—the interchange point) are slightly higher at the present time than the rates to and from Manhattan.

FREIGHT CARRIED BY THE LONG ISLAND R. R.

Year	*No. tons carried*	*Increase Decrease (—)*	*Revenue*
1910	3,814,200	218,352	$3,100,064
1911	3,996,717	182,508	3,258,402
1912	4,268,313	271,596	3,435,943
1913	4,147,072	121,241	3,327,768
1914	4,480,231	333,151	3,739,567
1915	4,443,333	—36,898	3,865,745
1916	5,134,838	691,505	4,397,210
1917	5,271,509	136,671	4,623,578
1918	5,798,876	527,367	5,713,724
1919	5,912,833	113,957	6,280,426

FACILITIES FOR RECEIPT AND DELIVERY OF FREIGHT

The facilities of the Long Island Railroad for handling freight in the Borough of Queens are as follows:

Auburndale,	Carloads only. Team track capacity 12 cars.
Bayside,	Carloads and less. Team track capacity 16 cars.
Blissville,	Carloads only. Greenpoint Avenue & Newtown Creek. Team track capacity 20 cars.
Blissville Docks,	Located on Newtown Creek, between Vernon & Greenpoint Avenues. Ample facilities are provided for handling freight between boats and cars when destined to or shipped from points on the Long Island Railroad.
Broad Channel,	Less than carloads only; handled under special restrictions. Under jurisdiction of Hammel Agency. Charges on inbound freight must be prepaid.
College Point,	Carloads and less. Team track capacity 14 cars.
Corona,	Carloads and less. Team track capacity 19 cars.
Douglaston,	Carloads and less. Team track capacity 27 cars.
Elmhurst,	Carloads and less. Team track capacity 11 cars.
Evergreen (Bklyn)	Carloads only. Team track capacity 23 cars.
Far Rockaway,	Carloads and less. Team track capacity 52 cars.
Flushing,	Carloads and less. Myrtle Avenue near Farrington Street. Team track capacity 24 cars.
Forest Hills,	Carloads and less. Team track capacity 22 cars.
Fresh Pond,	Carloads and less. Team track capacity 33 cars.
Glendale,	Carloads and less. Private siding. Shippers must arrange with owners for use of same.

Goose Creek,	Less than carloads only; handled under special restrictions. Under jurisdiction of Hammel Agency. Charges on inbound freight must be prepaid.
Hammel (Rockaway Beach)	Carloads and less. Team track capacity 15 cars.
Hollis	Carloads only. Team track capacity 16 cars.
Howard Beach,	Carloads and less. Under jurisdiction of Ozone Park Agency. Charges on inbound freight must be prepaid. Team track capacity 11 cars.
Jamaica	Carloads and less. Johnson & Van Wyck Avenues. Team track capacity 50 cars. Wagon scales.
Little Neck,	Carloads and less. Team track capacity 12 cars.
Long Island City	Carloads and less; Jackson Avenue and Eighth St.; entrance Arch St. and at Crane St. Team track capacity 60 cars. Wagon scales.
	Carloads only; Harold Avenue, Jackson Ave. and Madden St. Team track capacity 151 cars. Electric crane, capacity 20 tons. Office Jackson Avenue and Eighth Street.
Ozone Park,	Carloads and less. Freeland and Ocean Avenues. Team track capacity 40 cars.
Queens,	Carloads and less. Team track capacity 25 cars.
Richmond Hill,	Carloads and less. Jamaica and Lefferts Avenues. Team track capacity 44 cars.
Rockaway Park,	Carloads only. Under jurisdiction of Hammel Agency. Team track capacity 15 cars.
Rosedale,	Carloads and less. Team track capacity 9 cars.
St. Albans,	Carloads only. Team track capacity 12 cars.
Springfield,	Carloads and less. Team track capacity 13 cars.
The Raunt,	Less than carloads only; handled under special restrictions. Under jurisdiction of Hammel Agency. Charges on inbound freight must be prepaid.
Whitestone,	Carloads and less. Team track capacity 17 cars.
Winfield,	Carloads and less. Team track capacity 21 cars.

MONTAUK POINT HARBOR

The announcement of the U. S. Shipping Board in July 1919 that plans were being prepared for the construction of two gigantic ocean liners, 1,000 feet in length, and the development of port and terminal facilities at Fort Pond Bay at the eastern end of Long Island, thus reducing the trip between Plymouth, England, and the United States approximately 120 miles, is of more than ordinary significance to Queens Borough as well as the rest of Long Island.

This announcement has revived the plans contemplated several years ago by the Pennsylvania and Long Island Railroads to develop Montauk Point as a port of entry for large ocean-going steamers.

The interest of Queens Borough in this plan lies in the fact that it would, if put into effect, add very materially to the importance of the Borough as a freight shipping center. The Long Island Railroad would then become a trunk line of national importance with busy terminals at both ends instead of at just one end as at present. Naturally Long Island City as one terminal, would enjoy additional industrial advantages for as a railroad grows in importance so do its terminals.

STEWART RAILROAD

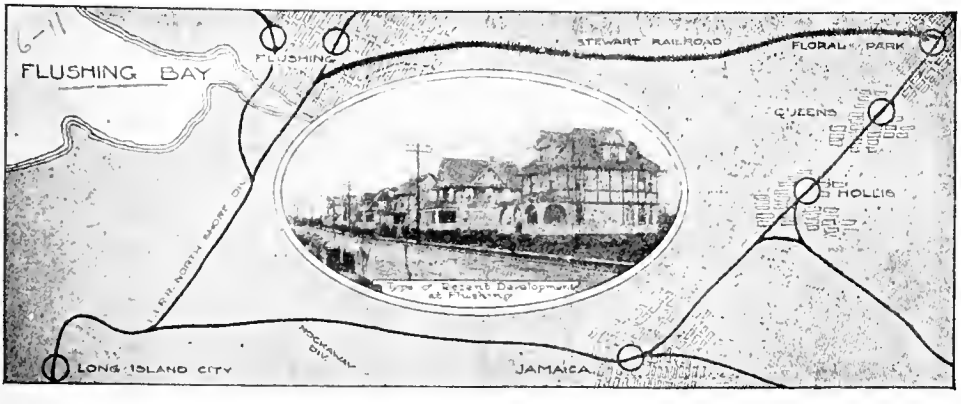
It seems incredible in these days of electric railroads, elevated and subway lines, that there should be a district half the size of Manhattan Island, entirely within the boundaries of New York City, and only eight to fifteen miles from Herald Square, without transit facilities of any sort whatsoever. Most of this territory, which is in the Third Ward of Queens, lies between Flushing and Bayside on the north, and Jamaica and Creedmore on the south, and is within sight of the Metropolitan Tower. Here the old fashioned farmer raises corn and potatoes as of fifty years ago. It is a beautiful rolling country, an elevated plateau, and admirably adapted for thousands of homes for those who work in the business sections of the metropolis, a half hour's travel distant.

On September 27, 1915, the Long Island Railroad applied to the Public Service Commission for permission to construct and operate a double track branch road from a point west of Lawrence Street, Flushing, on the North Shore Division, southeasterly through this undeveloped farm territory to a point at Floral Park where it would connect with the Main Line.

On January 27, 1916, the Public Service Commission granted the Long Island Railroad its approval for the construction of this branch road under its franchise rights, of 1839, received from the Legislature of New York State. The approval was conditional however, upon the railroad company obtaining from the city of New York the right to cross existing streets.

The city authorities maintained that a new franchise by the Board of Estimate and Apportionment was necessary. The railroad wished to proceed under its old Charter rights. Failure to adjust this question halted the program at that time, and while the railroad was under Federal control, no further action could be taken. It is believed that this plan will soon be revived and a more successful outcome will result.

The "Central Railroad of Long Island," commonly known as the "Stewart Railroad" was built in 1871 by A. T. Stewart and placed in operation in 1873 and abandoned in 1879, remaining idle ever since.



Showing Route of "Stewart Railroad" from Flushing to Floral Park.

WHOLESALE MARKET

ONE OF THE PROPOSED MARKET BUILDINGS.

Elaborate plans were prepared several years ago by the Long Island Railroad for the establishment of a large wholesale and retail market on the property owned by it on the west side of Dutch Kills Creek between Hunterspoint Avenue and Borden Avenue. The tract comprises 10 acres of land and would have both railroad and water shipping facilities. The plan contemplated involved the expenditure of $5,000,000. for the construction of several massive structures, including a cold storage warehouse, fish market, vegetable and fruit market and meat market. The location is considered ideal by wholesale commission men for it is much nearer the truck farms of Long Island than Wallabout Market in Brooklyn or Harlem Market in Manhattan, thus requiring a shorter haul by wagon. It would be a big central distributing depot from which retailers of all the boroughs of New York could be supplied. Motor trucks can start from this point and reach any point in the city within a half hour.

The Long Island Railroad, it is understood, is willing to cooperate in a plan for financing the erection of these market buiidlngs.

STATIONS--BOROUGH OF QUEENS

The following tables give the names of every station on the Long Island Railroad in the Borough of Queens, of which there are more than sixty, and also the distances of same and the time of travel from either the Pennsylvania Station in Manhattan or the Flatbush Avenue Station in Brooklyn:—

ATLANTIC AVENUE DIVISION TO BROOKLYN

Station	*Distance*	*Time (Minutes) Local*	*Express*
Union Course	6.3	18	—
Woodhaven	6.7	16	—
Woodhaven Junction	7.2	20	16
Clarenceville	7.8	22	—
Morris Park	8.2	24	19
Dunton	8.7	26	—
Jamaica	9.3	28	19
Jamaica (Union Hall Street)	9.9	31	25
Hillside	10.6	34	29
Hollis	11.5	36	31
Bellaire	12.8	38	33
Queens	13.2	40	35

MAIN LINE TO PENNA. STATION, MANHATTAN

Station	*Distance*	*Time (Minutes) Local*	*Express*
Woodside	5.0	10	10
Grand Street	6.3	13	—
Forest Hills	8.7	15	14
Kew Gardens	9.7	17	15
Westbridge	10.4		
Jamaica (Main Street)	11.3	24	18
Jamaica (Union Hall Street)	11.9	25	23
Hillside	12.7	30	25
Hollis	13.6	32	28
Queens	15.2	35	31

MONTAUK DIVISION TO LONG ISLAND CITY

Station	*Distance*	*Time (Minutes) Local*	*Express*
Fresh Pond	3.9	16	12
Glendale	5.2	20	—
Richmond Hill	7.6	24	19
Jamaica	9.1	30	24

NO. SHORE DIVISION TO PENNA. STATION, NEW YORK. Time (Minutes)

	Station	*Distance*	*Local*	*Express*
	Winfield	5.9	12	11
	Elmhurst	6.6	14	12
	Corona	7.4	17	13
(a)	Flushing (Bridge Street)	9.6	21	19
(a)	College Point	11.0	24	21
(a)	Malba	12.0	26	25
(a)	Whitestone	12.7	28	27
	Whitestone Landing (Beechhurst)	13.3	30	29
(b)	Flushing (Main Street)	9.5	22	16
(b)	Murray Hill	10.3	24	18
(b)	Broadway	11.0	27	21
(b)	Auburndale	11.7	29	24
(b)	Bayside	12.6	32	29
(b)	Douglaston	13.9	35	23
(b)	Little Neck	14.5	37	25

(*a*) Whitestone Division.
(*b*) Port Washington Division.

FAR ROCKAWAY & ROCKAWAY BEACH DIVISIONS

	Distance		Time (Minutes) New York		Time (Minutes) Brooklyn	
	New York	*Brooklyn*	*Local*	*Exp.*	*Local*	*Exp.*
Brooklyn Manor	10.1	—	19	19	—	—
Woodhaven Junction	10.5	7.2	21	21	15	14
Ozone Park	10.8	7.5	23	23	18	15
Aqueduct	12.1	8.8	26	—	20	—
Howard Beach	12.6	9.3	28	28	22	—
Hamilton Beach	13.2	10.1	30	30	24	—
Goose Creek	14.6	11.3	36	—	26	—
The Raunt	15.5	12.2	38	—	28	—
Broad Channel	16.3	13.1	40	31	30	28
Hammel	17.6	14.3	42	33	33	30
Holland	17.9	14.7	44	36	35	32
Steeplechase	18.3	15.0	47	39	38	34
Seaside	18.4	15.2	47	39	38	34
Rockaway Park	19.2	15.9	50	42	41	37
*Arverne	18.6	15.3	—	27	—	26
*Egdemere	19.7	16.4	—	31	—	30
*Far Rockaway	20.8	17.5	—	34	—	33

*Via Jamaica Bay Route

MONTAUK DIVISION

	Distance		Time (Minutes) New York		Time (Minutes) Brooklyn	
	New York	*Brooklyn*	*Local*	*Exp.*	*Local*	*Exp.*
Cedar Manor	12.8	10.8	30	23	28	27
Locust Avenue	13.6	11.6	32	25	30	29
Higbie Avenue	14.6	12.6	34	27	32	31
Laurelton	15.1	13.1	35	28	34	28
Rosedale	16.0	14.0	37	30	36	—
St. Albans	14.1	12.1	34	28	31	—
Springfield	15.3	13.3	37	31	33	—

WAR RECORD

Although having but 400 miles of main line track, the fact remains that The Long Island Railroad performed a service during the War period, both for the United States Government and for its regular patrons, which has no parallel even among the largest trunk line railroads in the country. Briefly summarized, here is how the War record of the Long Island compares with the troop traffic of all the roads:

	Long Island Railroad	*All other Railroads in the U. S.*
Total number of troops handled by all railroads on Government Orders, from April, 1917, to November 30th, 1919		15,724,058
Troops moved to and from Long Island Camps by The Long Island Railroad, from July, 1917, to October 31st, 1919	3,264,315	
Troops handled by The Long Island Railroad account furloughs and civilian visitors to Camps	1,120,949	
Total	4,385,264	
Special troop trains operated by all roads		25,103
Special trains operated by The Long Island Railroad to carry troops and visitors to and from Camps	8,024	
Total number of passengers, baggage and special freight cars required by all railroads to move troop traffic		327,030
Number of cars necessary to move troop and visitors to and from Long Island Camps	79,616	
Number of tons of freight moved to and from Camps by The Long Island Railroad, from July, 1917, to October 31st, 1919	1,316,146	
Cars required to haul the above freight, about	38,000	

This voluminous war traffic—unequalled by any single railroad as far as the movement of troops is concerned—was handled safely and expeditiously with the same number of locomotives and the same number of passenger and freight cars that the Long Island owned and operated before the United States entered the War. The following statement has been authorized by an executive of the railroad:—

"Handicapped by the inability to have new passenger cars constructed, and also unable to borrow cars from other lines, during the War period, still, with the limited equipment at its command, it was possible to take care of the extraordinary demands of the War Department, without interfering seriously with the greatest movement of commuters and other passengers the Long Island Railroad had ever experienced.

"There was but one way of handling this unprecedented traffic, and that was to keep the equipment in constant use, shopping cars and engines only when they had reached a stage where it would have been dangerous to continue them in service. Naturally, when the War was over and the troops were demobilized, the passenger equipment needed such extensive repairs that this inevitable condition worked more or less hardship on the Long Island traveling public, in the shape of frequent train delays and overcrowding of cars, due to lack of motive power and an insufficient number of serviceable cars.

"It is encouraging to announce, however, that progress is being made toward rejuvenating the wornout equipment, locomotives are being overhauled at outside shops, 100 new steel passenger cars are in the course of construction and slated for early delivery, and the men in the transportation service are co-operating wholeheartedly with the management in providing the safe, quick and efficient service which it is desirous to furnish at all times, and which Long Island Railroad patrons are entitled to receive."

RAPID TRANSIT

THE most important improvement in Queens Borough during the past decade was the completion and operation of all the rapid transit extensions from Manhattan and Brooklyn, as part of the Dual Subway System, into various sections of the Borough. These five extensions comprise 18 miles of subway and elevated roads, some of which are two track and others three track, making a total of 50 miles of single track. They include a total of 42 stations. The cost to date for their construction and equipment, including stations but not rolling stock, exceeds $10,000,000.

RAPID TRANSIT MAP

The Rapid Transit Map issued as a supplement to this book, shows more clearly by different colors than any number of words could, the three separate systems of rapid transit included in the Dual Subway System. The map effectively demonstrates how a large portion of Queens Borough has today the advantages of the three systems of rapid transit—an advantage which is only shared by that part of Manhattan south of 59th Street. The reader will note that the B. R. T. System (indicated by green lines) does not extend further north in Manhattan than 59th Street, where it turns eastward into Queens Borough; that the Interborough Elevated System (indicated by purple lines) does not extend into Brooklyn at all, but does serve Queens Borough through the extension of the Second Avenue "L" across the upper level of the Queensboro Bridge; that the Interborough Subway System (indicated by red lines) serves Queens Borough, Manhattan, Brooklyn, and the Bronx. In addition, the map clearly

FROM

GRAND CENTRAL STATION, 42ND ST., MANHATTAN

TO

QUEENSBORO BRIDGE PLAZA STATION, LONG ISLAND CITY

IN TEN MINUTES RUNNING TIME

Map of Dual Subway System

Adopted by the Public Service Commission of the First District and the Board of Estimate and Apportionment, March 19, 1913.

Lines of Interborough Subway System . Red
Lines of Interborough Elevated System . Purple
Lines of Brooklyn Rapid Transit System . Green

Queens Borough receives greater benefits from the Dual Subway System than any other Borough of New York City, for the subway trains of both the Interborough and the Brooklyn Rapid Transit and the Second Avenue Elevated trains of the Interborough all operate over the Astoria and Corona extensions, giving these sections a single fare over all the rapid transit lines in Greater New York. Neither the Bronx, Brooklyn, or Manhattan north of 59th Street, have the benefit of all three divisions of transit; as the Brooklyn Rapid Transit line does not extend north of 59th Street, Manhattan; and the Interborough Elevated lines do not reach Brooklyn.

Residents of Jamaica, Richmond Hill, and Woodhaven, are able to travel for a single fare through Brooklyn and northward in Manhattan to 59th Street.

The figures in small circles in Queens Borough along the Astoria and Corona extensions, and also in Manhattan and the Bronx, give the time in minutes for the Interborough express trains from Grand Central Station to reach stations on the rapid transit lines. The time to the stations in the Bronx is figured for trains operating from Grand Central Station over the new Lexington Avenue subway.

The figures in small circles in Brooklyn and on the Jamaica Avenue extension, the Liberty Avenue extension, and the Lutheran Cemetery extension in Queens Borough, give the running time of Brooklyn Rapid Transit trains from Park Row or Chambers Street. The Fulton Street line time is over the Brooklyn Bridge, and that of the Lutheran Cemetery and the Jamaica Avenue and Liberty Avenue lines over the Williamsburg Bridge via Broadway

---

WE CERTIFY that this map is a correct representation of Greater New York, and that the Rapid Transit Lines shown, are according to the Dual Subway Plan approved and contracted for by the Public Service Commission, and compiled from data received from the Interborough and Brooklyn Rapid Transit Systems.

Copyright 1920.

RAND McNALLY & Co.

GUTTENBERG
3 MILES
2 MILES
WEST NEW YORK
New Durham Sta.
Riverside
WARDS ISLAND
ASTORIA
RAVENSWOOD
LONG ISLAND CITY
QUEENSBORO
GREENPOINT
Calvary Cemetery West
Penny Bridge Sta.
WILLIAMSBURG
Greenpoint Park
Metropolitan Ave.
Bushwick Sta.
Wallabout Bay
Navy Yard
City Park
Fort Greene Park
GOVERNORS ISLAND
FORT COLUMBUS
CASTLE WILLIAM
Erie Basin
Atlantic Basin
Buttermilk Channel
Hoboken Ferry
Weehawken Cove
Liberty St. Ferry
Pennsylvania R.R. Tunnel
Queensboro Subway
Queensboro Bridge
Williamsburg Bridge
Manhattan Bridge
Brooklyn Bridge
Battery Tunnel
Clark St. Tunnel
Montague St. Tunnel
Joralemon St. Tunnel
Broadway Ferry
Grand St. Ferry
Hunters Point
Borden Ave.
Greenpoint Ave.
Division St.
Flushing Ave.
Myrtle Ave.
Fulton St.
Court St.
Atlantic Ave.
Fulton Ferry
Institute Park
Prospect Park
Park Pl.
Lafayette Ave.
Clinton Ave.
Classon Ave.
Nostrand Ave.
Bedford Ave.
Franklin St.
Manhattan Ave.
Graham Ave.
Broadway
Fifth Ave.
Madison Ave.
Park Ave.
Lexington Ave.
Third Ave.
Second Ave.
First Ave.
Avenue A
Avenue B
Avenue C
Avenue D
Central Park
Riverside Park
Hudson River
East River
Newtown Creek
Gowanus Canal
Erie R.R.
Lackawanna R.R.
West Shore R.R.
N.Y.C. & H.R.R.R.
L.I.R.R.
Hackensack River
Turnpike
Boulevard
Tunnel R.R.
Bulls Ferry
Hudson Ferry
West Shore Ferry
N.Y.C. & W. Ferry
Weehawken
Hoboken
Jersey City
Bayonne
Union
Harrison
Kearny
Secaucus
Guttenberg
North Bergen
Union City
Weehawken
Hoboken
Jersey City
Bayonne
Union
Harrison
Kearny
Secaucus
Guttenberg
North Bergen
Union City

RIKERS ISLAND
College Pt.
Powell Cove
Whitestone Landing Sta.
WHITE-STONE
COLLEGE POINT
BERRIAN ISLAND
Ferry to College Point
FLUSHING
Sanfords Pt.
North Beach
Bowery Bay
BAY
L. H.
7 MILES
9 MILES
10 MILES
NORTH BEACH
FLUSHING
FLUSHING-BAY EXTENSION
CORONA
ELMHURST
CORONA HEIGHTS
NEWTOWN
WINFIELD
JUNCTION
Cedar Grove Cemetery
St. Marys Cemetery
QUEEN
BOROUGH
NASSAU HEIGHTS
HOPEDALE
FOREST HILLS
St. Johns Cemetery
Mt. Olive Cem.
Lutheran Cemetery
Bushwick Jc.
Fresh Pond Jc.
Glendale Sta.
Glendale Jc.
GLENDALE
Forest Park
Cypress Hills Cemetery
Mt. Carmel Cem.
Cypress Ave. Sta.
Evergreen Cemetery
Highland Park
Ridgewood Reservoir
Bushwick Ave. Sta.
Manhattan Jc.
East New York Sta.
EAST NEW YORK
RICHMOND HILL
Richmond Hill Sta.
Brooklyn Hills Sta.
Dunton Sta.
DUNTON
Morris Park Sta.
MORRIS PARK
Woodhaven Jc.
WOODHAVEN
Ozone Park Sta.
OZONE PARK
JAMAICA
AQUEDUCT
Aqueduct Sta.
JAMAICA SOUTH

Queens Borough Facts

(Compiled by the Chamber of Commerce of the Borough of Queens)

Area—117 square miles—37% of New York City.

Assessed Valuation—$650,000,000 in 1920.

Banks—36 banking offices with total resources of $750,000,000.

Beaches—10 miles of magnificent beaches on the Atlantic Ocean.

Buildings—Plans filed 1919 for $50,000,000; Greater than every city in the United States except Chicago, Philadelphia, and Detroit.

Factories—2000 industrial establishments in 1920, employing 75,000 men and women with annual products valued at $250,000,000.

Parks—20 parks with over 1,000 acres.

Population—500,000 in 1920. Estimated population of 1,250,000 in 1930; 2,075,000 in 1940; 3,000,000 in 1950.

Railroads—71 miles of Long Island Railroad tracks aggregating 174 miles of single tracks, most of which is electrified.

Rapid Transit—50 miles of single track on five extensions from Manhattan and Brooklyn.

Trolley Lines—225 miles of trolley tracks.

Waterfront—219 miles of waterfront (measured around piers and natural short line) on Newton Creek, East River, Flushing Bay, Flushing Creek, Jamaica Bay and Atlantic Ocean.

Queens, the Borough of Magnificent Opportunities

Queens, the Fastest Growing Borough of New York City

shows that in point of time the greater portion of Queens Borough is nearer to the center of Manhattan than either the Boroughs of Brooklyn or the Bronx.

The Dual Subway System adopted by the Board of Estimate and the Public Service Commission on March 19, 1913, comprises not only the 296 miles of track, which then existed, on the elevated and subway lines of the Interborough Rapid Transit and the Brooklyn Rapid Transit, but 324 miles of new construction, or a total of 620 miles of single track.

The cost of the entire system, old and new, was more than $600,000,000. All of this gigantic system of rapid transit is at the disposal of the Queens Borough residents for a single fare.

The transportation of passengers in New York is being revolutionized by these new lines in Manhattan, and other boroughs, with the extensions eastward into Queens Borough.

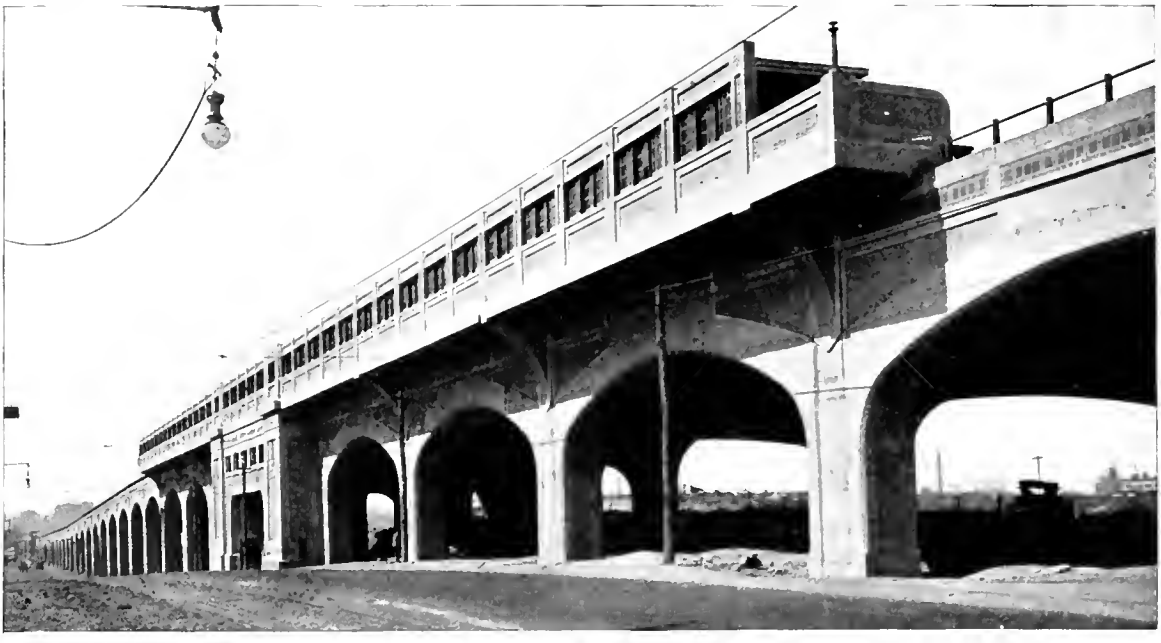
GREAT BENEFIT TO QUEENS

Today the majority of the residents of Queens are able to travel between their homes and places of business in the various boroughs of the city, conveniently, rapidly and at a single fare.

It is almost impossible to exaggerate the effect of this improvement on the future development of Queens Borough. When the original subway was opened in Manhattan in 1904 passengers were enabled to travel in through trains from the Battery to Washington Heights, or points in the Bronx—distances of from 10 to 17 miles—for a single fare. This resulted in the construction of thousands of new apartment buildings, and the establishment of thousands of new homes, as well as a remarkable increase in the realty values in these districts, which had been largely undeveloped land previous to the operation of rapid transit lines into them. But right across the East River, only a mile or two from the most congested sections of Manhattan, Queens was at that time without adequate transit facilties and had no connections whatever with the rapid transit lines of the city. Its only rail connection was by trolley cars, requiring in most cases an additional fare and one or more changes in cars to reach the desired destinations in the business and shopping centers; or, by the trains of the Long Island Railroad with their higher rates of fare.

The progress of Queens Borough, prior to 1915-1917, when the new rapid transit extensions were placed into operation, was remarkable despite the lack of cheaper transit facilities. What it will be in the next ten to twenty years with transit facilities equal, and, in many cases superior, to every other section of New York City, will surprise even the most confident.

These new rapid transit extensions are now serving as an outlet for the congested population of Manhattan, Brooklyn and the Bronx into the thousands of acres of undeveloped land in all parts of Queens Borough. They will make cheaper homes, with more light and air, accessible to the millions of employees and residents in other parts of the city.



THE MASSIVE CONCRETE STRUCTURE IN THE CENTER OF QUEENS BOULEVARD, LOOKING TOWARDS THE BRIDGE PLAZA.

ANOTHER VIEW OF THE CORONA "L" LOOKING EAST, SHOWING THE ENORMOUS UNDEVELOPED TERRITORY, ONLY 3 TO 4 MILES FROM THE HEART OF MANHATTAN, AVAILABLE FOR THE CONSTRUCTION OF HOMES.

EXTENSIONS INTO QUEENS BOROUGH

The following tabulation gives a list of the extensions from Manhattan and Brooklyn into the various sections of the Borough of Queens, all of which are today in operation. For the purpose of clearness these lines are divided into groups, viz:

"Group A."—Extensions into the First and Second Wards from Manhattan connecting with the Transfer Station on the Bridge Plaza, Long Island City.

"Group B."—Extensions into the Second and Fourth Wards from Brooklyn.

GROUP A

	Type of Construction	*Miles*	*No. of Tracks*	*Operation By*	*Operation Date*
1. Queensboro Subway from Grand Central Station to Long Island City.	Subway	1.60	2	I. R. T.	June 22, 1915
2. Extension of Queensboro Subway to Queensboro Bridge Plaza, Long Island City.	Elevated	0.89	2	I. R. T.	Nov. 5, 1916
3. Astoria Line from Bridge Plaza northerly through Second Avenue to Ditmars Avenue.	Elevated	2.51	3	I. R. T. B. R. T.	Feb. 1, 1917 ——— 1920
4. Woodside and Corona Extension easterly from Bridge Plaza over Queens Boulevard, Greenpoint Avenue and Roosevelt Avenue to Elmhurst and Corona.	Elevated	4.48	3	I. R. T. B. R. T.	April 21, 1917 ——— 1920
5. Extension of Second Avenue "L," Manhattan, across Queensboro Bridge to Long Island City.	Elevated	1.64	2	I. R. T.	July 23, 1917
6. Broadway-59th Street Line from 7th Avenue under East River to Long Island City.	Subway	2.23	2	B. R. T.	June 1920

GROUP B

1. Myrtle Avenue Extension to Lutheran Cemetery, Ridgewood.	Elevated	1.00	2	B. R. T.	Feb. 22, 1915
2. Extension from City Line, Brooklyn over Liberty Avenue, to Lefferts Avenue, Richmond Hill.	Elevated	2.16	3	B. R. T.	Sept. 25, 1915
3. Extension from Cypress Hills, Brooklyn, over Jamaica Avenue to Grand Street, Jamaica.	Elevated	4.44	3	B. R. T.	May 28, 1917 (Richmond Hill) July 3, 1918 (Jamaica)

RAPID TRANSIT CENTERS

There are today three important rapid transit centers in Queens Borough as follows:—

1. *BRIDGE PLAZA, LONG ISLAND CITY.*

From this point, which is not only the most important rapid transit center in Queens Borough, but one of the most important in the entire city, rapid transit lines radiate in all directions.

(a) To the north, a three track elevated line through Jackson Avenue to Second Avenue and Ditmars Avenue, Astoria.

(b) To the east, across Diagonal Street and the Sunnyside Yards to Queens Boulevard, thence over the concrete structure to Greenpoint Avenue, where the steel structure begins and extends to Woodside, Winfield, Jackson Heights, Elmhurst and Corona. This line will later be extended to Flushing and other sections of the Third Ward.

(c) To the south, the Queensboro Subway to the Grand Central Station, Manhattan, which will be extended to Times Square, enabling passengers to transfer without an extra fare to the through north and south lines, operated by the Interborough on the east and west sides of Manhattan, into Brooklyn and the Bronx.

(d) To the west, the 60th Street tunnel of the B. R. T. under the East River, connecting with the Broadway-59th Street Line; and the Second Avenue "L" of the Interborough Rapid Transit, across the upper level of the Queensboro Bridge operated to Park Row.

2. *JAMAICA.*

While the entire Fourth Ward receives great benefits from the elevated extensions operated by the Brooklyn Rapid Transits through Woodhaven, Ozone Park, Morris Park and Richmond Hill, Jamaica has become a greater transit center than ever. It is not only the railroad center of Long Island, but is also a great trolley center.

JOINT TRANSFER STATION AT WOODSIDE

3. *WOODSIDE.*

At the intersection of Roosevelt Avenue, Woodside and the six tracks of the Long Island Railroad there has been constructed and placed in operation a joint transfer station that is of the utmost importance to all sections of Queens served by the North Shore Division, Main Line, and the Rockaway Division of the Long Island Railroad. Passengers using these divisions are able to transfer conveniently at this point to and from the Corona "L" operated by the Queensboro Subway and Second Avenue "L" trains of the I. R. T. and the Broadway-59th Street Line of the B. R. T. In other words, all Long Island Railroad passengers have at their disposal at this point, the whole of the city's comprehensive transit system for a single fare.

The elevated railroad tracks and platforms are on the highest level and the Long Island Railroad tracks and platforms are on the lowest level. Between these two levels a mezzanine floor facilitates the interchange of passengers.

QUEENSBORO SUBWAY

On June 22, 1915, the operation of train service began in the Queensboro Subway between Lexington Avenue, Manhattan, and Jackson Avenue, Long Island City. This was the first rapid transit service directly connecting the two boroughs, and an event which marked a new epoch in the history of Queens and the commercial relations of the two sections of the city so near to each other but separated by the East River.

Although this tunnel, which had formerly been known as the "Steinway Tunnel" and "Belmont Tube" was completed in October 1907, suits in the Court to test the legality of the franchise prevented its being operated, thus denying Queens Borough the advantage of this service for almost eight years. In the meantime, the Interborough Subway trains were operated ten miles northward to points in the Bronx and Manhattan giving the resident of Westchester County greater advantages from the subway system of New York than enjoyed by any section of Queens Borough itself.

The operation of the Queensboro Subway was extended Feb. 15th 1916 to the Hunterspoint Avenue Station, and on November 5th 1916, to Court Square (11th Street) and to the Bridge Plaza Station.

The growth of traffic on this line can be shown by the increase in ticket sales for the corresponding months of the past five years.

	TICKET SALES				
Station	*July* 1915	*July* 1916	*July* 1917	*July* 1918	*Jan.* 1920
Jackson Avenue	102,250	207,230	178,440	218,700	371,510
Hunterspoint Avenue	—	26,780	31,090	53,490	54,540
Court Square (11th St.)	—	—	57,200	73,600	104,260
Total	102,250	234,010	266,730	345,790	530,310

CHRONOLOGY OF QUEENSBORO SUBWAY

1887—N. Y. and L. I. R. R. Co. organized to build tunnel, with William Steinway as leading spirit.
May 1892—Construction began in Long Island City.
1903—Belmont Syndicate acquires tunnel franchise for $80,000.
January 16, 1906—Mayor McClellan orders probe of franchise validity.
October 29, 1906—Work begun on extension of tunnel to Van Alst Avenue.
January 1907—Supreme Court upholds validity of franchise.
February 6, 1907—City begins annulment proceedings.
May 4, 1907—Property owners' injunction dissolved.
May 16, 1907—North tube cleared.
July 31, 1907—Public Service Commission starts validity probe.
August 8, 1907—South tube cleared.
September 24, 1907—First official trip of inspection.
November 14, 1907—Queens residents demand operation of tunnel.
November 22, 1907—Appellate Division upholds franchise.
December 10, 1907—Justice Davis decides against franchise.
March 6, 1909—Appellate Division settles all points of controversy in favor of tunnel company.
June 14, 1910—Governor Hughes signs bill permitting franchise to go to Interboro.
September 27, 1910—Interboro offers to turn tunnel over to city.
November 18, 1910— City officials inspect tunnel.
January 2, 1912—State begins suit.
March 19, 1913—Dual subway contracts signed, assuring operation of tunnel as a part of the Dual Rapid Transit system.
April 3, 1914—Interboro delivers assignment of tunnel rights to city.
April 13, 1914—Reconstruction contract awarded.
June 16 1915—Name of tunnel is changed to "Queensboro Subway," at request of Queensboro Chamber of Commerce.
June 22, 1915—Tunnel is formally opened for operation.

EXTENSION TO TIMES SQUARE

The Dual Subway Contracts provide for the construction of an extension of the Queensboro Subway westward from its present terminus at Grand Central Station to Times Square. The delay in starting this work has been due first, to the impossibility, from an engineering standpoint, to begin the construction work until the Diagonal Station at 42nd Street, connecting the Park Avenue and Lexington Avenue Subways, was completed. This was placed in operation in August 1918. Since that time new ideas have been advanced for this extension, which, if adopted, will be a big improvement over the original plan.

The original plan would have simply continued the present subway under 42nd Street to a point between Sixth Avenue and Broadway where all passengers, transferring to the north and south subway on the West side, would be compelled to walk an average distance of 750 feet, or nearly four city blocks.

Both new plans which have been suggested propose deflecting the line under Bryant Park to 41st Street where it could be constructed

(a) to a point directly under the middle of the Seventh Avenue station platforms of the Interborough at Times Square, thus requiring only a short walk up one flight of stairs to reach the express and local trains operating on the west side of Manhattan; or

(b) so that direct connection with the local tracks of the Seventh Avenue Subway could be made for through operation between lower Manhattan and the extensions in Queens to Astoria and Corona.

The latter plan is not only practical from an engineering and operating standpoint but entirely feasible in every way. The only objection which has been made to it is the fact that it would decrease the number of local trains, operating on the west side line, north of 42nd Street. As it is understood that the local west side tracks are being used to only 66% of their capacity, it would be possible to add the Queensboro subway trains south of 42nd Street without cutting down the service north of Times Square.

BRIDGE PLAZA STATION

On October 7th, 1913 contract was delivered to Snare & Triest, amount $884,859 for the construction of the Bridge Plaza Station. Additional work brought the cost to over $1,000,000. The operation to the station started November 6, 1916.

The Bridge Plaza Station is 480 feet long with two levels, each having four tracks, or eight tracks in all. The four tracks on the lower level of the station are for trains to Manhattan, while the four tracks on the upper level are for trains to Astoria, Corona, and Brooklyn. The north platforms, and two tracks on both levels, are for B. R. T. trains operated through the 60th Street Tunnel; while the south platforms, and two tracks on each level, are for the Queensboro Subway and Second Avenue "L" trains of the Interborough.

The station has entrances on the Bridge Plaza at Crescent Street and Prospect Street. The entrances lead to a mezzanine floor and above are two levels, all trains on the same level going in the same general direction.

The running time from this station through the Queensboro Subway to the Grand Central Station is approximately ten minutes, and over the Second Avenue "L" to Park Row twenty-five minutes.

The growth in traffic is shown by the increase in the number of tickets sold as follows:—

Date	Number of Tickets Sold
January 1917	127,000
January 1918	209,300
January 1920	219,500

ASTORIA EXTENSION

On March 11, 1913, contract was delivered to Cooper & Evans, amount $860,743, for the construction of the Astoria Extension. Although the work was completed by January 1915, this extension remained idle until February 1917 awaiting the completion of the Bridge Plaza Station and the extension of the Queensboro Subway.

The terminus of this line at Ditmars Avenue is less than four miles in a straight line from Grand Central Station, a distance less than that to 125th Street, Manhattan, or to the Battery.

The operation of the Astoria Extension was an important step in the remaking of New York City, connecting as it does, the most congested and least developed portions of the city.. These two boroughs of the city, practically within sight of each other, but with the East River between them, were separated almost as much by the fact that *in money* it cost twice as much, and *in time* three or four times as much, to pass from one section to another, as between other sections of the city.

By the opening of this line, the fare was halved and the time quartered to and from a section both ripe for development and less developed than any other.

Two months after this line was placed in operation the United States entered the European War and shortly thereafter the restrictions placed upon all new building construction made impossible for this section to capitalize this great asset. Had the line been placed in operation when it was completed in 1914 or 1915, hundreds of new apartments would have been completed before the United States entered the war. Now, in 1920, three years after operation started, this community is beginning to realize the immense advantages of its excellent transit facilities and is rapidly being developed with up-to-date apartment houses, which will offer those who live there superior living accommodations.

The growth of the passenger traffic is indicated by the ticket sales at the 6 stations on this line shown by the following table.

	Ticket Sales			
Station	*Feb.* 1917	*Feb.* 1918	*Feb.* 1919	*Jan.* 1920
Beebe Ave.	58,500	53,900	45,000	67,000
Washington Ave.	30,000	42,780	53,400	73,700
Broadway	67,740	108,600	130,100	156,200
Grand Avenue	65,620	96,300	131,600	164,400
Hoyt Avenue	53,900	88,700	107,000	131,200
Ditmars Avenue	30,358	55,220	68,700	77,500
Total	306,118	445,500	535,800	670,000

STATION AT BROADWAY AND SECOND AVENUE

CORONA EXTENSION

The contract for the construction of the extension to Woodside, Winfield, Elmhurst, Jackson Heights, and Corona, was delivered on March 11, 1913 to the E. E. Smith Contracting Company, amount $2,063,588.

On April 21, 1917 service was inaugurated through the Queensboro Subway at Grand Central Station, Manhattan, to the terminus of this line at Alburtis Avenue, Corona.

This three track line, nearly five miles in length, extends through a territory in the First and Second Wards of Queens, which today is but partially developed with detached dwellings and large modern apartment houses. The farthest point on this line is only six and one-half miles from Grand Central Station, or the same distance as the subway station in the Bronx at 149th Street.

The vast area served by this route is unequalled anywhere in New York City for the construction of apartment houses. Nowhere else in the city can there be found broad undeveloped acres within so short a distance of the heart of Manhattan.

The Corona "L" as well as the Astoria "L" are the only two rapid transit extensions in New York City, which are operated by both subway and elevated trains of the I. R. T. and subway trains of the B. R. T. This dual operation gives advantages to the communities served by these routes, which are not enjoyed by any other section of the city; in short, the Corona and Astoria extensions hold a unique place in the transportation system of New York City.

New York City, at last, can avail itself of its largest borough, with all the advantages which it affords for better living facilities. A great and sparsely settled section is now within the single fare zone and the growth of passenger traffic on this line as shown by the following table of ticket sales at the eleven stations, is convincing proof that the people prefer going out into the open to going up in the air for living quarters and it gives a foretaste of the far-reaching adjustments of the residence sections of New York which these new extensions into Queens are bringing about.

	Ticket Sales			
Stations	*May* 1917	*May* 1918	*Jan.* 1919	*Jan.* 1920
Rawson Street	13,560	33,040	41,600	49,400
Lowery Street	1,691	4,045	4,140	5,280
Bliss Street	18,300	34,680	21,200	19,340
Lincoln Avenue	13,050	21,630	17,000	18,160
Woodside	42,100	72,840	65,600	82,260
Fiske Ave.	23,050	35,450	36,000	45,560
Broadway	13,980	16,450	18,800	24,020
25th Street	35,280	52,740	55,260	66,400
Elmhurst Avenue	31,000	48,000	53,200	59,400
Junction Avenue	52,740	71,300	76,260	92,765
Alburtis Avenue	118,100	162,100	172,300	223,600
Total	362,851	554,975	562,260	640,625

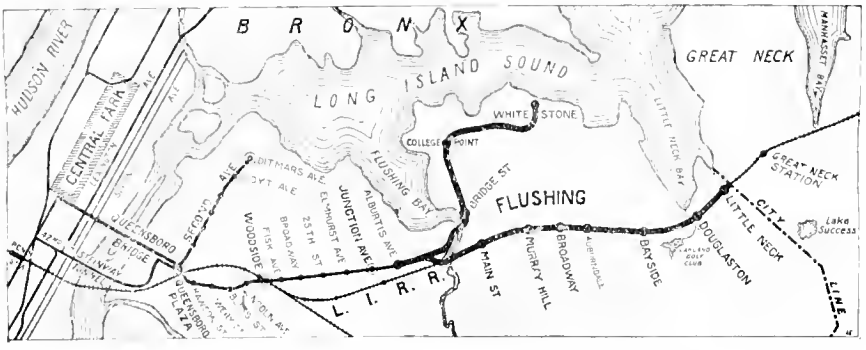
This is NOT the elevated extension to Corona, Astoria, or South Richmond Hill. It is a photograph taken in 1879 looking north from 89th St. and Columbus Ave., Manhattan. The view below was taken at the same spot ten years later, or in 1889. The same remarkable development is bound to follow in Queens along the new rapid transit extensions.

Courtesy Interborough Rapid Transit Co.

EXTENSION TO FLUSHING

On April 22, 1913, the Public Service Commission adopted the "Flushing-Bayside Route." It was approved by the Board of Estimate on June 12, 1913 and the necessary property owners consents obtained to complete its legalization.

In 1915 the Long Island Railroad, realizing the competition which this line when completed and operated, would give the North Shore Division, which it closely parallels, offered to lease its tracks from Corona through Flushing, to the Nassau County Line at Little Neck, and to College Point and Whitestone. The accompaning illustration shows clearly what a large proportion of the Third Ward of the Borough of Queens would have been benefitted had this plan been consummated.



Proposed Extension of Rapid Transit from Corona, through Flushing, to Little Neck and Whitestone, using tracks of Long Island Railroad.

Failure on the part of the city, the Public Service Commission, and the Railroad Company to agree on terms; the unwillingness indicated by the I. R. T. and B. R. T. to operate their trains over the tracks if leased; and the placing of the Railroad under Federal control in 1918, all combined to prevent the accomplishment of this great improvement for the transportation of the residents of the Third Ward to and from Manhattan.

Two miles distant from the present terminus of the Corona "L" is the attractive and populous residential section of Flushing, all of whose residents must now pay two fares in order to use the rapid transit lines of the city.

In view of the fact that the I. R. T. and B. R. T. require immediately adequate storage yards and car repair shops, along the Corona "L" and the most advantageous location for these yards and shops is on the Flushing Meadows, about half way between the present terminus of the line and Flushing (Main Street), it is believed that when the line is extended it will be built the entire distance to Flushing.

While this will not serve directly all of the residents of the Third Ward, it is a big step forward and the extension to this point should be built without delay.

LUTHERAN CEMETERY EXTENSION

The first extension from Brooklyn into Queens Borough was the "Lutheran Cemetery Extension," a continuation of the Myrtle Avenue Line in Brooklyn, for a distance of one mile into the Ridgewood section of Queens Borough. The contract for the construction and elevation of this two track road was delivered on February 27th, 1914 to F. W. Burnham, cost $500,000. The line was placed in operation February 22, 1915.

The operation of this road enables the residents of the densely populated Ridgewood section of Queens Borough to reach, for a single fare, all sections of Brooklyn and Manhattan served by the B. R. T.

The passenger traffic on this extension is shown by the following table of ticket sales at the 4 stations in Queens Borough:—

Stations	*March* 1915	*March* 1917	*Jan.* 1920
Seneca Avenue	122,928	122,583	158,507
Forest Avenue	170,262	170,757	226,316
Fresh Pond Road	94,648	123,810	253,316
Metropolitan Avenue	25,554	27,772	61,131
Total	413,392	444,922	699,924

LIBERTY AVENUE EXTENSION

The second rapid transit extension from Brooklyn into Queens was the operation of the Liberty Avenue "L" from the "City Line" (Brooklyn), to Lefferts Avenue, Richmond Hill, a distance of over two miles of two track road, serving the important communities of Woodhaven, Ozone Park, Morris Park, and South Richmond Hill.

THE OPERATION OF THE LIBERTY AVENUE ELEVATED, WHICH CAN BE SEEN IN THE BACKGROUND, RESULTED IN THE CONSTRUCTION OF HUNDREDS OF THESE MULTIPLE FAMILY DWELLINGS.

The contract for the construction of this line was delivered on February 9, 1914 to the Phoenix Bridge Company, amount $707,661. Through operation to the terminus of this line began September 25th 1915.

In this section of the Borough there have been erected since the completion and operation of the line more single family and multiple family dwellings of moderate cost than in any other section in the city. Block after block of homes have been erected and sold, in many instances, before the foundations were completed.

This rapid transit line serves a vast area south of the Atlantic Division of the Long Island Railroad. The actual running time from Park Row to the terminus of this line is less than that required to reach Washington Heights on the subway.

The passenger traffic on the six stations in Queens Borough on this extension is as follows:—

		Ticket Sales	
Stations	*Jan.* 1916	*Jan.* 1918	*Jan.* 1920
Hudson Street	6,120	6,423	8,291
Boyd Avenue	17,557	20,018	27,358
Rockaway Boulevard	28,185	27,368	30,290
Oxford Avenue	12,955	16,861	21,353
Greenwood Avenue	11,452	16,076	31,155
Lefferts Avenue	41,760	49,357	57,565
Total	118,029	136,103	186,002

JAMAICA AVENUE EXTENSION

The third rapid transit line from Brooklyn into Queens operated by the B. R. T. was the Jamaica Avenue "L," an extension 4½ miles in length from Cypress Hills, Brooklyn, to Grand Street, Jamaica. Operation to Greenwood Avenue, Richmond Hill started May 28, 1911 and to the terminus in Jamaica on July 3, 1918.

Jamaica Avenue "L" Looking West

The contract for the first section was awarded to Post & McCord, amount $724,340; for the second section to Conners Brothers, amount $726,168; for the stations to P. J. Carlin Construction Company, amount $280.700; or a total cost of $1,731,208.

Jamaica Avenue, over which this railroad is operated, is today almost solidly built up with stores, tenements and homes the entire distance from the Brooklyn Line to Jamaica. Thousands of new homes are now being built in the territory served by this line, which has today the largest passenger traffic of any of the five extensions within the Borough of Queens.

The operation of this line, which means so much for the future industrial, commercial and residential growth of Jamaica, Richmond Hill and Woodhaven, marked the consummation of eight and one-half years effort on the part of the former Fourth Ward Transit Committee which was organized in 1910, and the Queensboro Chamber of Commerce, which was organized in 1911. Passengers can travel for a single fare the entire distance from Jamaica, through Brooklyn, to downtown Manhattan and northward on the Broadway-59th Street Subway to Long Island City and over the extensions to Astoria and Corona.

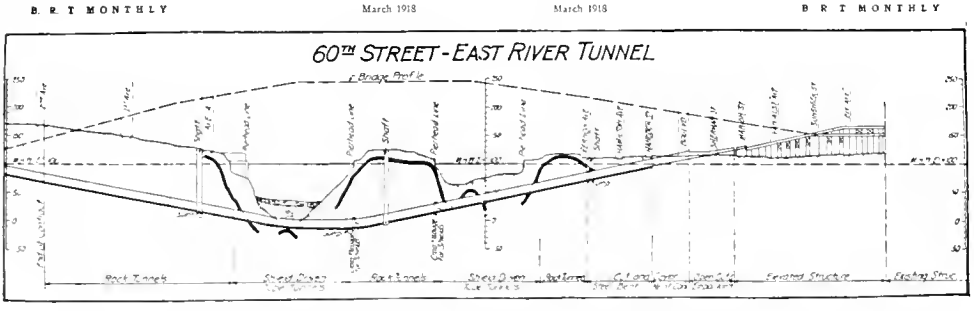
The growth of traffic on this route as shown by the ticket sales has been as follows:—

	Ticket Sales		
Stations	*August* 1917	*August* 1918	*Jan.* 1920
Elderts Lane	44,440	54,527	55,271
Forest Parkway	83,472	94,437	122,349
Woodhaven Avenue	69,659	71,479	95,100
Freedom Ave. (102nd St.)	49,547	63,237	80,072
Greenwood Ave. (111th St.)	67,068	63,643	84,603
Spruce St. (121st St.)	—	31,775	41,547
Metropolitan Avenue	—	11,046	15,709
Queens Boulevard	—	20,383	24,393
Sutphin Road	—	46,348	37,245
Newark Ave. (160th St.)	—	99,456	102,444
Cliffside Ave. (168th St.)	—	79,051	51,348
Total	314,186	635,362	710,081

MAIN STREET, FLUSHING

SIXTIETH STREET TUNNEL

The Dual Subway contracts provided for the operation of both the Second Avenue "L" trains of the Interborough and the Broadway-59th Street subway trains of the B. R. T. across the Queensboro Bridge to connect with the transfer station at the Bridge Plaza, Long Island City. When it was realized that the proposed arrangement for carrying the B. R. T. trains across the Bridge on the vehicular roadway would have resulted in a serious reduction of the present width of 52 feet, every effort was made to have the plan changed so as to leave the roadway undisturbed, and still retain both new lines of transit.



The Degnon Contracting Company presented a plan in December 1914 to the Board of Estimate for the building of two tunnels under the East River at 60th Street for the operation of the B. R. T. subway trains. The advantages of this plan for leaving the roadway intact, for avoiding any change for rearrangement of the present lines in Queens and for the early operation of both the Queensboro subway and the 2nd Avenue elevated trains, were so great that the Board of Estimate on February 19, 1915 officially approved the tunnel method of bringing the B. R. T. cars to Queens and requested the Public Service Commission to present a bill to the legislature authorizing the tunnel.

The contract for the construction of the tunnel was awarded August 3, 1916, to Patrick McGovern & Co., for $4,194, 797. The work was started September 12, 1916 when the shaft was sunk at Vernon Avenue on the Queens Borough side.

The tunnel was "holed through" on October 15, 1918, and the time since has been devoted to lining the tunnel with concrete, installation of ties, running tracks, third rail, cable and signal equipment.

The two tubes are 18 feet in diameter, with a total length of 16,176 feet, or approximately 3 miles. The distance from the Bridge Plaza station to the portal is 2700 feet or approximately ½ mile and from that point to the west side of Vernon Avenue, the construction was the "cut and cover" type.

At one point the tube is 125 feet below water level. This is in the center of the West channel. As many as 1,000 men worked on the job at one time.

The contract for the track installation was awarded to Thomas Crimmins Contracting Company for $94,973, on June 11, 1919.

CROSSTOWN ROUTE

In 1912 when the various routes to be included in the Dual Subway contracts were being considered by the Public Service Commission and the Board of Estimate, the Queens Chamber of Commerce urged the construction of the Crosstown Route which would provide a through north and south rapid transit line connecting Queens with Brooklyn without the necessity, as at present, of crossing and recrossing the East River to travel to and from these boroughs, via the rapid transit system.

Opposition developed, however, against the construction of the line as originally planned. This opposition had its inception in the antagonism of the property owners in the Franklin Avenue section of Brooklyn, who objected to the construction of an elevated railroad in front of their premises, and this opposition extended to other sections of the suggested route, finally preventing it from being included in the Dual Subway contracts signed in March 1913.

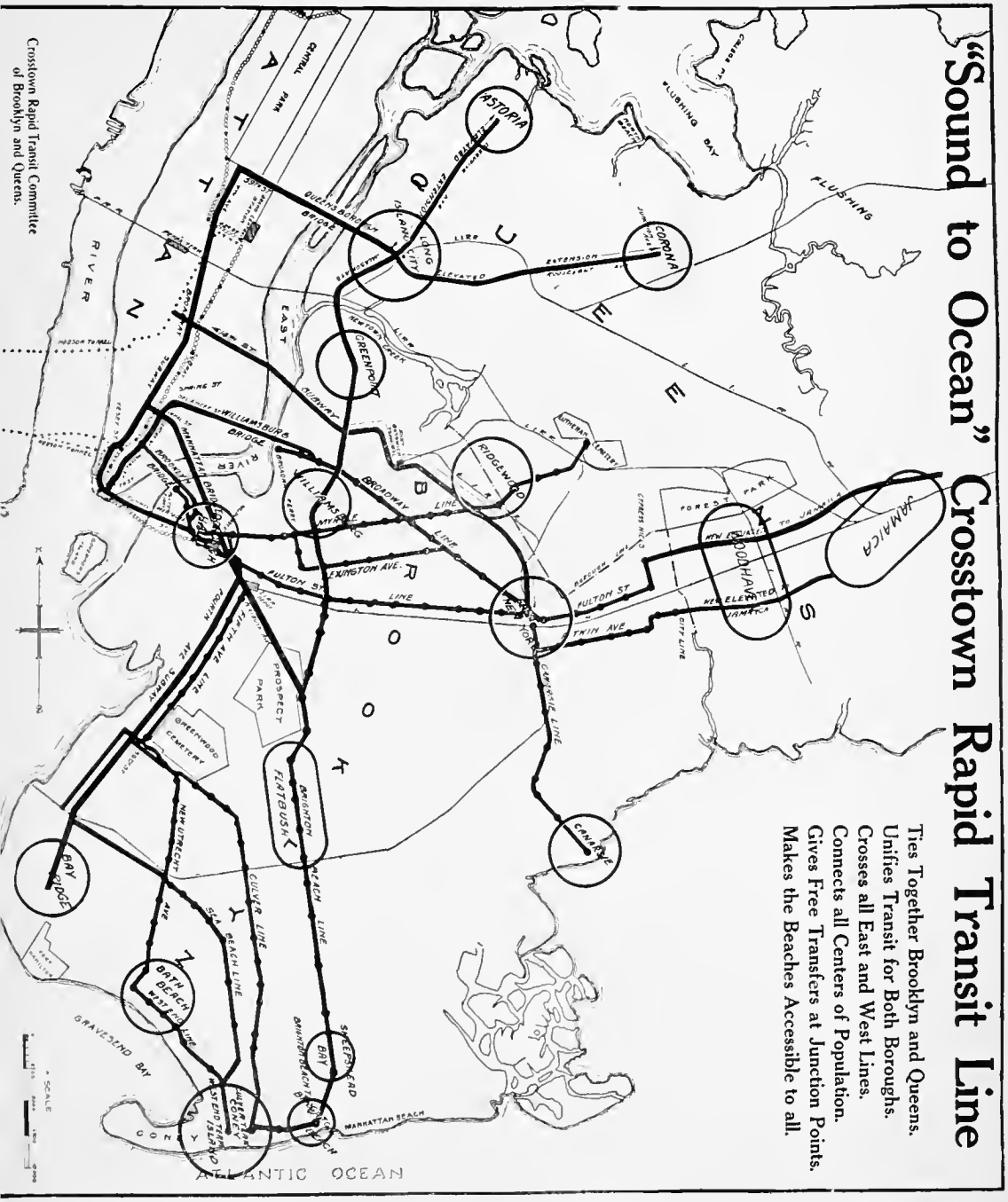
Brooklyn more than Queens has suffered from this lack of foresight and attempts have been made since by the Brooklyn business interests to revive the matter. The determination as to whether the route, when constructed, shall be subway or elevated in Brooklyn is a matter involving financial considerations and local residential pride. The route after it crosses Newtown Creek naturally must become elevated in Queens to connect with the Bridge Plaza Station.

All interests in all sections of both Queens and Brooklyn should work together now to secure the adoption of a definite policy for the form of construction and financing the cost of the north and south line between the two boroughs, which is an essential feature in any proper solution of the transportation problems of New York City.

The benefits of such a line are too great to long delay its construction. It would make available the great labor supply in Brooklyn for the hundreds of industrial plants in Queens; give the residents of both boroughs improved and increased facilities; and decrease the distance, cost and time of travel between these two great boroughs.

DUAL OPERATION OF THE ASTORIA AND CORONA EXTENSIONS

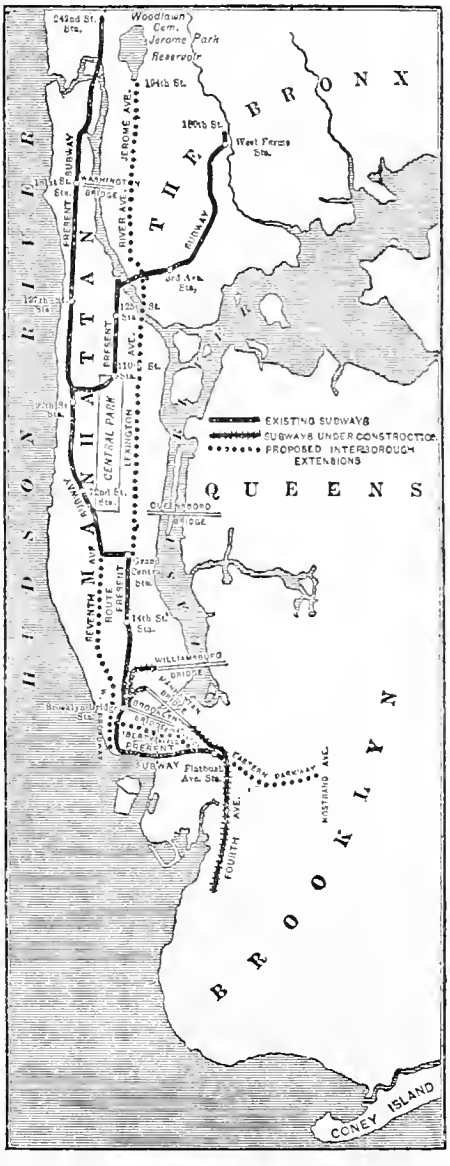
The difference in the width of the cars operated by the Interboro and the Brooklyn Rapid Transit has caused the delay in the extension of the service from the Bridge Plaza over the extensions to Astoria and Corona. The station platforms, location of tracks and third rail on these extensions when built were constructed for the operation of the nine foot wide cars of the subway and elevated trains of the Interboro. In order that the ten foot wide cars of the B. R. T. may operate through these stations, a strip from the station platform must be removed so as to provide sufficient clearance. Other structural changes are also required.



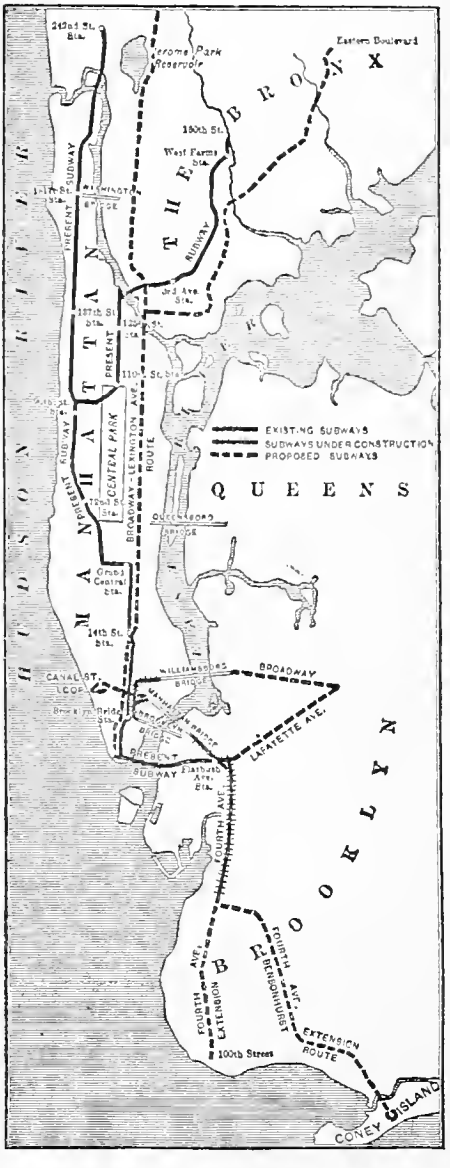
On the rapid transit map, issued as a supplement to this book, the proposed "Crosstown Route" is shown by a dotted green line extending southward from Bridge Plaza Station in Long Island City over Vernon Avenue and across Newtown Creek, through the Greenpoint, Williamsburg and Bedford sections of Brooklyn and joining with the Fulton Street Elevated Line at Franklin Avenue where the Brighton Beach Line operates southward through Flatbush and Sheepshead Bay to Coney Island.

THE PART PLAYED BY THE QUEENSBORO CHAMBER OF COMMERCE

This chapter would not be complete without a statement regarding the part which the Queensboro Chamber of Commerce took in bringing about the construction and operation of the five extensions, with their fifty miles of single track in Queens Borough, carrying today more than 150,000 passengers daily.



Extensions which the Interborough offered to build in Manhattan, Brooklyn and the Bronx.



Proposed "Triborough System" for which plans were prepared by the original Public Service Commission, 1907-1910.

The Queensboro Chamber of Commerce, more than any one other single agency, may be credited for this great accomplishment which has made the Borough today a real integral part of New York City.

The two maps, which are herewith reproduced from an article published in the "Outlook" in July, 1910, show what consideration was being given at that time by the operating companies and city officials to the need of Queens Borough for direct connection with the rapid transit system of the City. Although new lines were being projected 10 to 15 miles northward in the Bronx and an equal distance southward in Brooklyn, nothing was planned for Queens Borough, only a mile or two across the East River from the center of the City.

The late Mayor Gaynor termed as "cornfield routes" the lines which Queens asked to have constructed. Today these "cornfield routes" are producing the greatest crop of factories and homes that have ever been produced in any section of New York City.

It was not until the Queensboro Chamber of Commerce was organized in 1911 that any recognition was secured from the city officials and operating companies. The rapid transit extensions into Queens described in this chapter, were included in the Dual Subway Contracts as a result of the organized, continuous and persistent efforts on the part of the business men of Queens Borough working through the Queensboro Chamber of Commerce.

Compare the two maps shown on the opposite page with the Rapid Transit Map, printed in colors between pages 66 and 67, and you will appreciate what far-reaching effects this great accomplishment will have on the future development of Queens Borough and New York City.

GROWTH IN PASSENGER TRAFFIC

The increase in the number of passengers carried on all the rapid transit extensions in Queens Borough is shown by the following tabulation of ticket sales for certain months from the time that the first line was opened in 1915 to January 1920:—

MONTH	*TICKET SALES*		
	B. R. T.	*I. R. T.*	*Total*
March 1915	413,392	—	413,392
July 1915	384,549	102,250	486,799
Oct. 1915	553,759	170,780	724,539
Dec. 1916	601,913	557,824	1,159,737
Feb. 1917	515,884	746,878	1,262,752
May 1917	689,681	1,216,031	1,905,712
July 1917	924,503	1,121,730	2,046,233
Sept. 1918	1,278,142	1,588,415	2,866,557
Jan. 1920	1,596,007	2,141,882	3,837,889

INDUSTRIES

QUEENS BOROUGH AS A MANUFACTURING CENTER

That industry is the basis upon which all community growth and prosperity largely depends is best proven by the figures compiled by the United States Government, of the manufacturing plants and the number of industrial employees in New York city, which show that one out of every seven persons is so employed, and therefore one out of every three persons in the city is supported by such employment.

The importance of the industrial development of Queens Borough,—past, present and future,—and its relation to the residential, commercial and financial development of the Borough, requires no further comment.

ZONING LAW

The best evidence that Queens Borough is destined to become the greatest manufacturing center in the East is the large proportion of its vast area which has been set aside for this purpose. In 1916, when every street in the entire city was laid out as either (a) unrestricted, (b) business, or (c) residential, 22,000 acres of Queens Borough's 75,000 acres were placed in the unrestricted zone. This means that 34 square miles—an area within five square miles of being as large as the entire Borough of the Bronx—has been set aside for the present and future industrial development. While this area is only 30 percent of the total area of Queens, it is 50 percent larger than the entire area of Manhattan Island. Were this industrial area to be lifted entirely out of the Borough, there would still remain 53,000 acres for residential and commercial purposes, or, an area greater than that of the Borough of Brooklyn. This presents in a striking manner the vast extent of the industrial possibilities of Queens Borough.

Furthermore, these building restrictions were placed upon the city at a time which gave Queens every advantage for controlling, in a definite and assured manner, the harmonious development of the entire Borough. Where factories and homes have been built alongside of each other in the more highly developed parts of the city, resulting often in the deterioration of residential communities, this condition cannot arise in the future in Queens Borough. Factories will be grouped by themselves in definite areas, set aside for that purpose, while homes will be built in other restricted areas. Queens Borough will not grow in hap-

hazard fashion. Its industrial and residential areas, while separate and distinct, are perfectly coordinated.

DEVELOPEMENT PRIOR TO 1909

It is an interesting fact that even in 1909, prior to the construction of the Queensboro Bridge, and prior to the operation of the Pennsylvania—Long Island Railroad tunnels, the New York Connecting Railroad, and the rapid transit extensions, the Borough of Queens, considered as a city by itself, exceeded every other city in the United States except 14 in the annual value of its manufacturing products. The United States Census of 1909 showed that Queens Borough at that time had 771 factories employing 23,891 men and women, and with capital invested amounting to $145,307,000, turned out manufactured products for that year valued at $151,180,000. For that same year Queens Borough exceeded every one of 19 separate states of the Union in the value of its manufactured products, 18 states in the amount of capital invested in manufacturing, 11 states in the number of factory employees and 10 states in the number of manufacturing establishments.

Million dollar printing and binding plant of the Metropolitan Life Insurance Company, now being erected on Thomson Avenue, Long Island City. The company will remove from its present location at Madison Avenue and 24th Sreet (Metropolitan Building), Manhattan. The J. F. Tapley Co., who bound this publication, have leased 100,000 square feet of floor space in this building.

Looking south from Queensboro Bridge in Long Island City. Numerous attractive industrial plants, mostly concrete construction, have been erected in this area in the past five years.

The nineteen states which Queens exceeded in the value of manufactured products were:—

Alabama	Idaho	Oregon
Arizona	Mississippi	South Carolina
Arkansas	Montana	South Dakota
Colorado	Nevada	Utah
Delaware	New Mexico	Vermont
Florida	North Dakota	Wyoming
	Oklahoma	

That these figures are even more true today is evident from the amazing industrial growth which has taken place in Queens during the past ten years, a growth that has become the talk of New York.

View from Sunnyside Yards looking east. The first glimpse of Queens Borough all Long Island Railroad passengers obtain when emerging from East River tunnels from Pennsylvania Station.

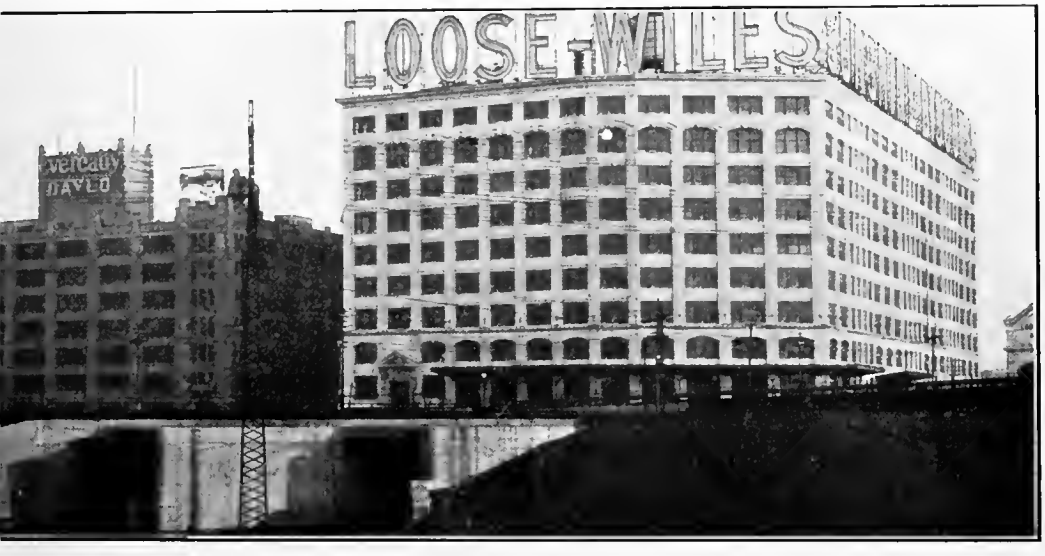
Photograph, taken April 1920, shows the concrete pouring towers which have become symbolic of the industrial growth of Queens.

Among the factories shown here are the American Chicle Co., Old Reliable Motor Truck Corporation, Rolls-Royce Service Station, Wappler Electric Co., Houpert Machine Co., Repetti, Inc., Perfect Window Regulator Co., Lauraine Magneto Co.

INDUSTRIAL GROWTH 1909—1916

Every five years the Bureau of Census of the United States Department of Commerce compiles complete figures regarding manufacturing in each village, city and state in the country. The census figures for 1914 show a remarkable growth in Queens Borough over the previous census of 1909. In the order of their importance, from a percentage standpoint, the increase in the several items was as follows:

Salaried Employees	62.7%
Salaries	50.8%
Wages	35.0%
Wage Earners	30.7%
Capital Invested	29.0%
Number of Factories	26.6%



At the extreme left is the Service Station of the Packard Motor Car Co. of New York. Then comes the $500,000 Service, Sales and Export Building of the White Co. (Motor Trucks), the $1,000,000 building of the American Chicle Co., the handsome structure of the American Ever Ready Co., and the huge sunlighted factory of the Loose-Wiles Biscuit Co., where Sunshine Biscuits are made. The last four buildings are all on the property of the Degnon Realty and Terminal Co.

It must be remembered that 1914 was a year of marked industrial depression due to the beginning of the World War, while 1916 was a year of intense activity. The following table gives the census figures for 1909 and 1914, and also for 1916, when an industrial survey was made by the Queensboro Chamber of Commerce.

	1909	1914	1916
No. of Factories	771	975	1,169
No. of Employees	27,841	37,201	63,964
Value of Products	$151,488,000	$164,789,000	$323,198,000
Capital Invested	$145,307,000	$187,990,000	Not obtained
Salaries and Wages Paid	$ 18,546,000	$ 25,750,000	$ 46,921,000

The publication of an analysis of the industrial survey of Queens for 1916 prompted the *New York Herald* at that time, in an article entitled "Queens Has Nothing So Huge As Its Industries," to state:—

> "It is the industries that give the city its overflowing population, its million tenements, its thousands of office and mercantile buildings, its beehive factories, its hotels, restaurants, theatres, department stores, and shops, its wealth of gold, its multitude of spenders, its dazzling splendors, its world-wide influence; and that makes necessary its amazing web of transit lines, its countless automobiles, its great railroad terminals, its constantly increasing supply of electric power and the daily extension of its telephone system.
>
> "Industry is the key that has unlocked to New York all the tightly-barred doors of the world, and it is through these now wide open doors that the gold of all the world is flowing into the coffers of the merchants and the pockets of the workers in this, the city of world-wide demand and unlimited supply.
>
> "Assessed values, estimated at more than half a billion dollars, tell the tale of the effect of industrial enterprise on *Queens Borough's* realty."

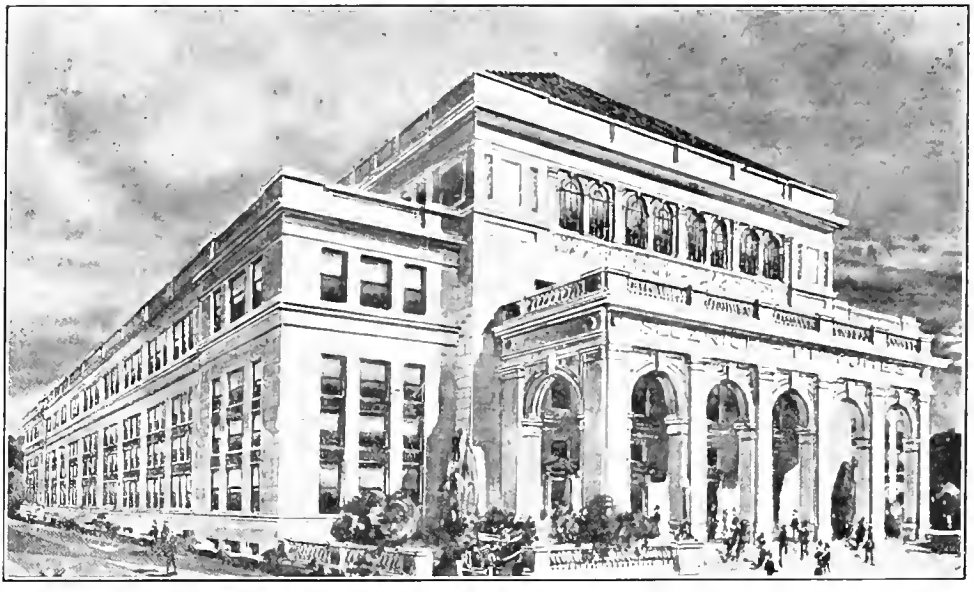
The records of the Bureau of Buildings of Queens show that plans were filed during the past ten years for factory construction amounting to $34,507,808, as follows:—

Year	Value	Year	Value
1910	$1,408,317	1915	$1,498,305
1911	2,125,360	1916	2,829,275
1912	3,318,920	1917	2,103,847
1913	1,726,642	1918	2,782,332
1914	2,815,130	1919	14,199,100

INDUSTRIAL CENSUS OF QUEENSBORO—1916

Groups of Industries	No. Plants	No. Employees	Annual Pay Roll	Value of Annual Prod.
METAL WORKING INDUSTRY	276	1,818	1,625,000	108,200,000
Smelters and refineries	2	24,405	$19,906,200	$177,761,000
Foundries (all kinds)	13	587	546,000	1,421,000
Machine shops, machine manufacturers and metal specialties	81	3,145	2,507,300	8,100,000
Sheet metal works	40	5,561	4,392,200	10,917,000
Structural steel fabrication and iron works	31	1,373	1,280,700	4,348,000
Electric and gas specialties	12	2,377	1,262,000	5,822,000
Wire Goods	5	85	36,600	79,000
Automobiles and parts	47	6,312	5,481,800	37,448,000
Aeroplanes and parts	1	70	91,000	150,000
Ship and boat building	12	583	483,000	1,275,000
Car Repairing	15	1,573	1,380,000	
Gas & water works; pub. service plant	17	921	811,000	
WOOD WORKING GROUP	146	7,762	6,186,200	20,893,000
Lumber yards and house trim and cabinet shops	70	3,626	2,225,000	8,708,000
Furniture	18	1,539	1,160,800	3,323,000
Caskets	4	282	222,500	790,000
Pianos and musical instruments	13	2,026	2,073,500	5,975,000
Cooperage	6	109	177,400	505,000
Carriages and wagons	35	180	90,000	190,000
TEXTILE INDUSTRIES	30	2,681	1,778,200	5,225,000
Silk goods	18	2,327	1,508,600	4,420,000
Carpets and rugs	2	110	62,500	310,000
Dyeing and finishing	9	184	162,100	395,000
Cordage	1	60	45,000	100,000
KNIT GOODS	23	1,147	638,100	1,724,000
Garment and needle industry	160	5,209	2,646,900	3,349,500
PAPER AND PAPER PRODUCTS	10	332	184,300	1,379,000
STONE AND STONE PRODUCTS	109	2,009	2,124,200	7,735,000
Cut stone	38	1,699	1,872,200	6,597,000
Monumental work	55	207	174,000	863,000
Cement products	13	63	46,000	150,000
Asphalt products	1	25	24,000	100,000
Plaster products	2	15	8,000	25,000
FOOD PRODUCTS, including bakeries, confectionery and dairy products	139	3,146	1,864,800	13,477,000
ARTIFICIAL ICE	15	233	168,900	741,000
MALT LIQUORS	3	265	275,600	1,100,000
BOTTLING AND SOFT DRINKS	3	31	15,000	40,000
SUGAR REFINING	1	630	520,000	42,000,000
ANIMAL PRODUCTS not incl'dg fertilizers	4	148	28,200	685,000
LEATHER AND LEATHER GOODS	37	3,261	1,486,200	2,574,500
Shoes	11	2,728	1,094,900	1,813,000
Harness and Saddles	17	65	41,000	76,500
Other leather goods	9	468	351,300	685,000
RUBBER INDUSTRY	10	2,584	1,667,000	2,874,000
PEARL BUTTON INDUSTRY	14	573	338,100	1,329,000
CHEMICALS, DYES, DRUGS AND PREPARATIONS	35	2,087	1,693,300	11,699,000
PRINTING AND PUBLISHING	37	1,423	842,200	3,016,000
OIL REFINING AND OILS	9	1,920	1,723,000	11,880,000
PAINT, VARNISH AND INK	21	688	592,900	6,368,000
CIGAR MANUFACTURE	39	1,620	980,000	3,800,000
LAUNDRIES (STEAM)	11	243	114,300	234,000
TOY MANUFACTURE	5	97	60,000	133,000
CLAY PRODUCTS	5	263	178,250	506,000
GLASS AND GLASS PRODUCTS	11	686	512,000	1,630,000
MOTION PICTURES	10	156	172,000	645,000
CELLULOID AND SHELL	2	50	30,200	70,000
BAG AND CARPET CLEANING	4	315	195,000	300,000
TOTAL	1,169	63,966	$46,921,050	$323,198,000

Queens Borough has become the Motion Picture Center of the East. Here are two of the new studios. The $1,000,000 studio of the Famous-Players Lasky Corporation is now being completed. Ground will shortly be broken for the Selznick Studios. Other large motion picture studios are also to be erected.



The United States Census of manufacturing for 1919, which is now being compiled, will not be ready for distribution until 1921 at the earliest. While no attempt will be made here to estimate in advance what the figures will be, it is certain that they will show the largest increase for any five year period in the history of Queens Borough.

INDUSTRIAL DEVELOPMENT IN 1920

Queens Borough today is without doubt developing more rapidly from an industrial standpoint than any other borough of New York City. It is also one of the fastest growing industrial communities in the United States. Prior to the war the fact that one new substantial industry established in Queens each week was considered a good record. During 1919 this record was doubled, for at least two new industries located each week in Queens during that year. In 1920 and succeeding years a record of one new industry each day will not be considered remarkable when all the advantages that Queens Borough has to offer are understood.

What are the reasons for this great industrial development? It is the result of four main causes.

1. New enterprises, constructing plants for the production of new articles, naturally seek Queens Borough as the most economic and efficient location.
2. Manufacturers with their main plants in the Middle West desire to establish branch plants in the East to supply both the New York market and their foreign trade; manufacturers whose present plants are unfavorably located with respect to transportation, housing, labor, raw materials; and manufacturers seeking branch factories more strategically located so as to remove competitive handicaps.
3. Factories which have been operating in the more highly developed boroughs of New York, and finding it impossible to expand except at enormous cost because of the high price of land adjacent to their present establishments, seek new sites in Queens Borough where they can purchase sufficient land at low cost to provide for both their present needs and future expansion.
4. Plants in Queens Borough, finding their business growing, either purchase new sites and erect new buildings or construct enlargements to their present factories.

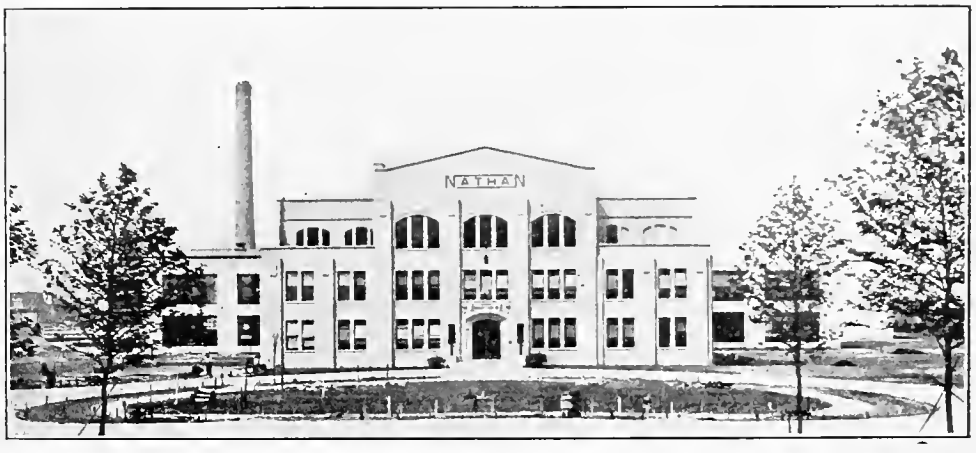
The principal reasons why manufacturing plants are leaving Manhattan, and even Brooklyn, to establish in Queens Borough, may be summed up as follows:—

1. High Rents.
2. High cost of land makes expansion at present location too expensive.
3. Congested condition of streets causes trucking difficulties with delays in shipping.
4. Greater cost of rehandling shipments of raw materials and finished products as compared with loading and unloading direct from private switches obtainable on the Long Island Railroad.
5. Loss of time between factories and homes of employees.

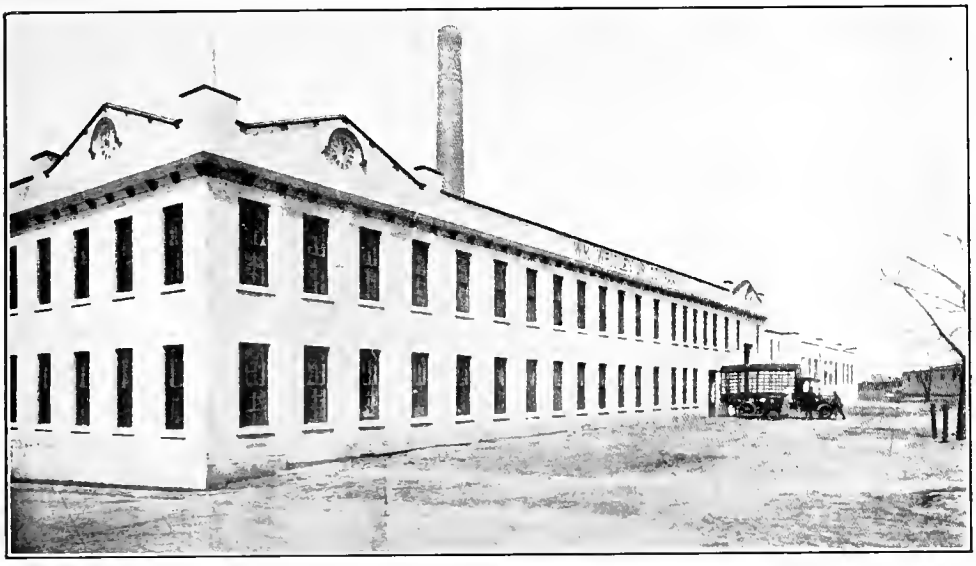
NINETEEN REASONS THAT ATTRACT NEW INDUSTRIES TO QUEENS BOROUGH

The borough of Queens has so many advantages that it is rapidly becoming one of the greatest manufacturing centers in the United States. Some of the principal reasons which have resulted in attracting hundreds of new industries to establish manufacturing, assemblying, shipping and storage plants in the Borough are the following:—

1. *LOCATION.* If a circle is drawn with Grand Central Station as its center, and with a radius of 10 miles, there will be a larger area of Queens Borough within that circle than of any other Borough. Queens is much nearer to the business center of Manhattan than is any other Borough. In fact, the geographical center of New York City is Queens Borough.
2. *RAPID TRANSIT.* The operation of the five new rapid transit extensions into Queens from Brooklyn and Manhattan by the Brooklyn Rapid Transit Company and the Interborough Rapid Transit Company places at the disposal of the residents of Queens Borough the entire comprehensive system of rapid transit in New York City for a single fare.
3. *MARKET.* It is always an advantage for the manufacturer to have his factory located near a large market. Queens is part of the largest market in the world—the city of New York—the focal point for the transaction of business and the distribution of commodities for the United States. Twenty seven percent of the buying population of the United States is located within 100 miles of New York City— a market of tremendous possibilities. Within a commuting radius of thirty miles, 7½ percent of the population of the United States lives. Furthermore, the home consumption of manufactured goods of all kinds is enormous. Everything to eat, or to wear, or that can contribute to the pleasure, health or comfort of mankind has a ready sale and quick distribution in New York City and vicinity.



NEW HOME OF THE REMINGTON TYPEWRITER CO. IN FLUSHING. PURCHASED IN 1920 FROM THE NATHAN MFG. CO.



Where Spearmint Chewing Gum in made. The factory of the Wm. Wrigley Jr. Co., in the Maspeth section of Queens. Twenty acres of ground have been acquired for future expansion.

4. *GOOD ROADS.* To realize the advantage of trucking facilities good roads are an absolute necessity. Queens has the best paved highways of any section of New York City.
5. *QUEENSBORO BRIDGE.* Spanning the East River across Blackwell's Island—opened in 1909, gives a direct route for vehicles of all descriptions from 59th Street and Second Avenue (Manhattan) to Long Island City (Queens Borough). Thirty thousand vehicles have crossed this bridge in one day.
6. *LABOR SUPPLY.* In every industrial center the labor supply is one of the most important features. In New York City there is a labor supply not be found in any other American City. Queens has available this unlimited supply of labor from a population of over 7,500,000 within easy traveling distance, ranging from unskilled labor to the highest skilled mechanics.
7. *HOUSING FACILITIES.* The Borough of Queens offers advantages superior to any other section of Greater New York for the housing of employees of factories. For those who prefer to live within walking distance of their work small houses and apartments in quiet locations can be obtained. Trolleys, rapid transit lines and electric railroads make available all parts of the City of New York, and even the adjoining suburbs in Nassau and Westchester Counties, for housing workingmen and executives. Electricity, gas and water are everywhere provided. Sewers are installed. The best schools, churches of all denominations, beaches, parks and theatres and all requisites for pleasure are here.

8. *AVAILABLE SITES.* There is no section of New York where so much acreage is available for industrial development as in the Borough of Queens. There are 22,000 acres available for manufacturing purposes. The manufacturer who has a good location and is surrounded by favorable conditions has an advantage over his competitors. Numerous waterfront sites are to be had with a depth sufficient to accommodate vessels of large draught, at prices much lower than any other waterfront property in the city. Along the Connecting Railroad and the Pennsylvania—Long Island Railroad are thousands of acres where sidings may be had bringing cars to the factory door and saving all expense for carting. Other locations within easy hauling distance of both railroad and piers are to be had at attractive prices, varying according to location, but always far below in price the same class of property anywhere else in New York City.

9. *LOW COST OF LAND.* The price of land is much lower than in Manhattan and other Boroughs, and floor space with many facilities which Manhattan cannot offer such as abundant light and air, direct tracking facilities, etc., can be had at very reasonable prices.

10. *RAILROAD FACILITIES.* There are in Queens today over eighty miles of railroad, some of which is two, four and six tracked. This amount of railroad through the Borough gives an adequate opportunity for sidings direct to factory premises.

11. *FREIGHT RATES.* "Metropolitan Freight Rates" apply to Queens just as they do to Manhattan, and goods shipped into the Borough from more than 100 miles, or shipped out further than 100 miles get exactly the same freight rates that the same commodities shipped in or out of Manhattan receive. These New York rates apply as far as College Point, Flushing, Jamaica and Ozone Park.

12. *ELECTRICITY AND GAS.* Electric power rates are very advantageous. They are as low as the rates in any city on the Atlantic seaboard, and compare favorably with companies in other parts of the United States which manufacture electric power by steam. Gas for power, illumination or heating can be obtained at reasonable rates.

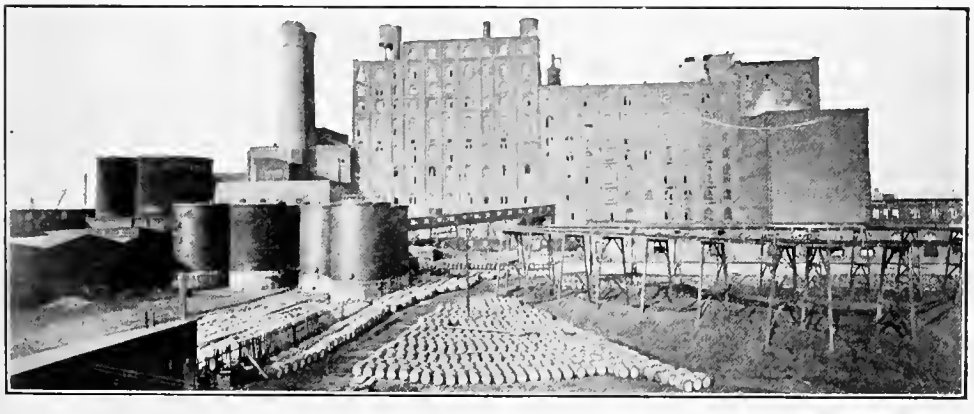
13. *WATERFRONT.* The 200 miles of waterfront and 35 miles of docks and bulkheads on the East River, Newtown Creek, Flushing Bay, Flushing Creek, Jamaica Bay, and the Atlantic Ocean, indicates the tremendous amount of waterfront that Queens has available for shipping and for future development.

14. *CONNECTING RAILROAD.* The New York Connecting Railroad, with its massive bridge over Hell Gate, connecting Queens Borough with the Bronx, and the Pennsylvania—Long Island Railroad system with the New York, New Haven and Hartford Railroad, gives an all rail route for freight traffic.

15. *FINANCIAL CENTER.* As a financial center New York City is more than six times greater than any other city in the country, twenty-six percent of the banking power of the United States being centered in it, and ten per-

cent of the banking power of the world. Queens is a part of this great banking center, and has today 35 banking offices throughout the Borough, (nineteen State banks, seven National, four savings and five trust company offices) with resources aggregating $750,000,000.

16. BARGE CANAL TERMINALS. Three terminals of the State Barge Canal are located in the Borough of Queens, as follows: 1st, on the East River, just north of the Queensboro Bridge, Long Island City; 2nd, on Hallet's Cove, East River, in the Astoria section of Long Island City; 3rd, Flushing Bay, just west of the mouth of Flushing Creek. These terminals place all of the advantages of the $150,000,000 deeper and wider State Barge Canal at the disposal of the shippers of Queens Borough, and materially reduce the cost of transportation of raw materials and manufactured products.
17. QUEENSBORO TERMINAL. A branch of the Brooklyn Eastern District Terminal Company is located on the East River, just south of the Queensboro Bridge. This Terminal receives and delivers freight each day for every transportation line in the United States except the Pennsylvania System, giving prompt and economical transportation and eliminating the necessity of carting to all the separate freight piers in Manhattan.
18. FOREIGN TRADE. New York is the gateway through which 50 percent of the exports and imports of the United States pass. For the manufacturer who is interested in the systematic development of the export markets, the Queens Borough section of New York City furnishes the best location for his plant as it possesses direct shipping facilities and enables him to make an aggressive campaign in pushing the sales of his products in the world market.
19. WELFARE OF EMPLOYEES. One of the greatest gains which can be made by removing a manufacturing establishment from the congested sections of New York City to the open spaces of Queens Borough is the improvement of factory conditions and its effect upon the personnel of the plant—physically, mentally and morally. Greater efficiency exists in a well lighted, well-ventilated, sanitary and modern manufacturing plant.



National Sugar Refining Co., Long Island City. One of the Largest, Most Modern and Efficient Plants in the World. Established 1897 in Queens Borough.

STEINWAY & SONS PIANO FACTORY, ESTABLISHED 1876.

BENEFITS DERIVED BY BUSINESS MEN OF QUEENS FROM NEW INDUSTRIAL ESTABLISHMENTS

The establishment of a new factory in any section of the Borough of Queens radiates its influence to all other sections of the Borough and increases the business possibilities for every one. One new factory whether established in Long Island City, Flushing, College Point, Woodside, Jamaica or Glendale, or elsewhere in Queens, bringing 10, 100 or 1,000 new employees into the Borough, adds new population and wealth to the entire community, creating a greater prosperity for all and benefitting:—

1. *The Manufacturer*: By increasing the labor supply and guaranteeing its permanency.
2. *The Merchant*: By increasing the number of his customers.
3. *The Banker*: By increasing the number of depositors.
4. *The Real Estate Developer and Broker*:By increasing the demand for land both for factory sites and for homes for executives and workingmen.
5. *The Transportation Companies*: By increasing the number of passengers carried.
6. *The Gas and Electric Companies*: By increasing the number of consumers of power, light and heat.
7. *The Builder*:—By increasing the demand for homes of all types to house the increased population.
8. *The Retailer*: By increasing the number of families living in the Borough with their increased purchasing power.
9. *The Professional Man*: By increasing the number of his clients.

RANK OF SEVENTEEN LEADING MANUFACTURING CITIES IN THE UNITED STATES IN 1914

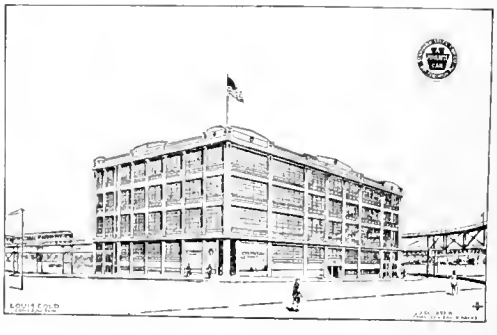
(From Official United States Census figures)

City	*Rank*	*Value of Manufactured Products*	*No. of Factories*	*Average Number of Employees*
New York City	1	$2,292,831,693	29,621	585,270
Chicago	2	1,483,498,411	10,115	313,710
Philadelphia	3	784,409,633	8,454	251,286
Detroit	4	490,347,912	2,036	90,603
St. Louis	5	360,479,868	2,787	85,058
Cleveland	6	352,418,052	2,345	103,317
Boston	7	284,802,479	3,138	78,894
Buffalo	8	247,516,476	2,225	54,416
Pittsburg	9	246,694,018	1,741	69,620
Milwaukee	10	223,555,142	1,728	61,839
Baltimore	11	215,171,530	2,502	73,769
Cincinnati	12	210,860,386	2,135	59,861
Newark	13	210,601,047	2,275	63,084
Minneapolis	14	187,854,159	1,349	28,295
QUEENS BOROUGH	..	**164,789,000**	**975**	**31,630**
Jersey City	15	164,528,608	770	31,021
San Francisco	16	162,299,795	2,334	31,758
Kansas City, Kan.	17	159,700,168	2,201	13,095

NEW YORK CITY

City	*Rank*	*Value of Manufactured Products*	*No of Factories*	*Average Number of Employees*
Manhattan .		$1,519,143,429	21,807	385,901
Brooklyn		515,302,755	6,096	140,831
QUEENS		164,789,000	975	31,630
Bronx		58,708,792	1,271	19,387
Richmond		34,887,000	192	7,479
Total		$2,292,830,976	30,341	585,220

GARFORD MOTOR TRUCK CO.



STANDARD STEEL CAR CO.

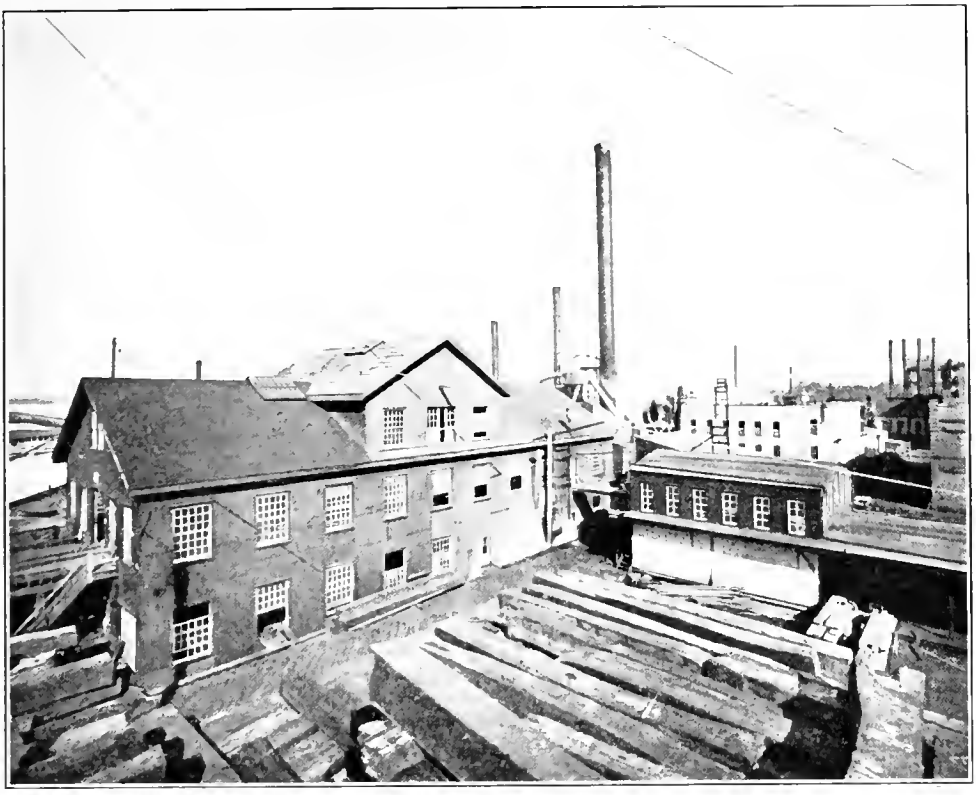
Two new automobile service stations now being erected on the Bridge Plaza, Long Island City.

916210

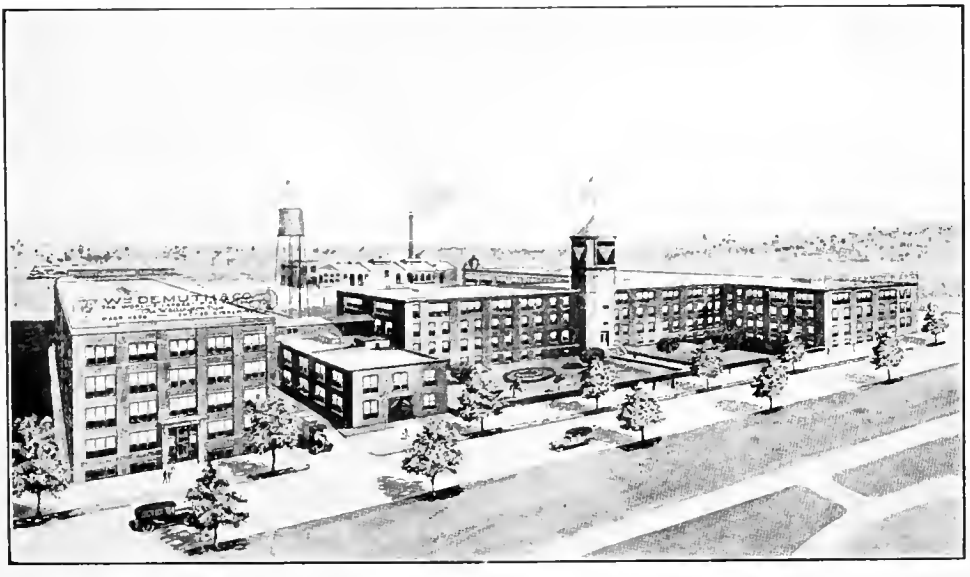
NEW INDUSTRIES

The following are a few of the larger and nationally known industrial concerns which have either purchased property or erected plants in Queens Borough during the past year or two.

NAME	*LOCATION*	*ARTICLE MANUFACTURED*
American Chicle Co.	Long Island City	Chewing Gum
American Radiator Co.	Laurel Hill	Radiators
Anchor Cap & Closure Co.	Long Island City	Rubber Rings
Art Ornamental Company	" " "	Celluloid Articles
Blickman, S. & Co.	" " "	Metal Stampings
C.—H. Motors Corporation	" " "	Auto Trucks
Cole-Duncan Boiler Works	" " "	Boilers
Connelly Iron Sponge & Governor Co.	" " "	Iron Pipes
Egleston Brothers & Co.	" " "	Iron Works
Eureka Rubber Company	" " "	Rubber Goods
Fahnestock Electric Co	" " "	Electric Supplies
Famous Players-Lasky Corporation	" " "	Motion Pictures
Fruit Products Corp.	" " "	Fruit Products
G. M. Film Printing Corp.	" " "	Motion Picture films
Garford Motor Truck Co.	" " "	Motor Trucks
Gehnrich Indirect Heat Oven Company	" " "	Ovens
General Carbonic Company	" " "	Carbonic Gas
Johnson Coin Counting Machine Co.	" " "	Coin Wrappers
Karpen Brothers & Co.	" " "	Furniture
Latham Litho & Printing Co.	Woodside	Posters
Lauraine Magneto Company	Long Island City	Magnetos
Liquid Carbonic Company	" " "	Carbonic Gas
Loft, Inc.	" " "	Candy
McHugh Willow Furniture Co.	" " "	Furniture
Metropolitan Life Insurance Company	" " "	Printing Plant
Norma Company of America	" " "	Ball Bearings
Palmolive Company	" " "	Soap
Payet Silk Works	" " "	Silk Dyeing
Perfect Window Regulator Co.	" " "	Window Regulators
Piel Company, G.	" " "	Auto Horns
Pittsburg Plate Glass Company	" " "	Glass
Pyroxloid Company	" " "	Celluloid Articles
Remington Typewriter Company	Flushing	Typewriters
Repetti, Inc.	Long Island City	Candy
Sawyer Biscuit Company	" " "	Biscuits
Sea Isand Thread Company	Whitestone	Thread
Selznick Pictures Corporation	Long Island City	Motion Pictures
Sheperd Company, C. E.	" " "	Bookbinding
Standard Steel Car Co.	" " "	Automobiles
Tapley Company, J. F.	" " "	Bookbinding
Tiffin Products Inc.	" " "	Candy
Waite-Bartlett Mfg. Co.	" " "	X-Ray Apparatus
Waldes & Company	" " "	Koh-I-Noor Fasteners
Walworth Manufacturing Co.	" " "	Iron Pipes
Wappler Electric Company	" " "	X-Ray Apparatus
White Company	" " "	Motor Trucks
Wm. Wrigley Company	Maspeth	Chewing Gum



Astoria Mahogany Co. Est. 1876.



Wm. DeMuth & Co., Richmond Hill, Manufacturers of Smoking Pipes and Accessories. Est. 1900.

"MADE IN QUEENS"

"A"

Acids
Acousticons
Agate Ware
Aircraft
Airplanes
Airplane Motor Heat Indicators
Airplane Parts
Airplane Propellers
Aluminum Castings
Angle Plates
Aniline Colors
Antiseptics
Architectural Bronze
Architectural Iron Work
Architectural Patterns
Architectural Woodwork
Artesian Well Drillers
Artesian Well Machinery
Art Goods
Artificial Stone
Auto Bodies
Auto Horns
Auto Tires
Auto Trucks
Automobiles
Automobile Motor Heat Indicators
Auto. Parts & Accessories
Automobile Specialties
Automobile Equipment
Auto Wheels
Autopeds
Awnings

"B"

Baby Carriages
Bags & Bagging
Ball Bearings
Bank Fixtures
Banners
Barrels (Steel & Wooden)
Bath Tubs
Batteries
Beds & Bedding
Billiard Tables
Biscuits
Bisulphite of Soda
Blank Books
Blowers, Exhaust
Boats
Boilers
Boiler Compound
Book Binding
Bottles
Box Springs
Boxes
Braids
Brass & Bronze Castings
Brass Faucets
Brass Locomotive Appliances
Brassieres
Brick (Fire)
Bronze (Architectural)
Bronze Ware
Bowling Alleys
Bronze Powders
Brushes
Buckets
Buckles
Buffing Machines
Building Material
Building Stone
Builders Supplies
Bungs
Bushings
Buttons
Button Machinery

"C"

Cabinets
Candy
Cans
Canvas Goods (Tents)
Canvas Upper Rubber Sole Footwear
Carbonic Acid Gas
Carburetors
Cardboard
Carmel, Burnt Sugar Coloring
Carpets
Caskets
Celluloid
Cement
Chains
Chemicals
Chewing Gum
Chicory
Cigars
Cleaning Machinery
Clips
Clothing
Coffee
Coin Wrappers
Colors
Colored Optical Glass
Combs
Commercial Auto Bodies
Composition Flooring
Concrete
Copper Smelting & Refining
Copper Tanks, Vats & Coils
Cordage
Cornices
Corsets
Crackers
Cranes & Hoisting Machinery
Creamery Machinery
Creosoting
Crullers
Cutlery
Cut Outs

"D"

Dairy Supplies
Davits
Dental & Druggists' Rubber Goods
Dental Instruments
Diamond Saw Machinery
Dictographs
Dictophones
Dies
Disinfectants
Disenfecting Appliances
Display Fixtures & Forms
Door Sash and Trim
Dress Shields
Drop Hammers
Drugs & Preparations
Dryers—Colors
Dumbwaiters
Dye Stuffs
Dyeing
Dyewood Extracts

"E"

Electric Machinery Appliances
Electric Supplies
Electric Switchboards
Electricity
Electric Polishing & Plating
Emery Grinders

"F"

Fasteners
Fat Melters
Fertilizer
Fibreloid
Fire Extinguishers
Fireproof Doors & Windows
Fireworks
Flashlights (Daylo)
Flavoring Extracts
Floors (Cement)
Florists' Supplies
Folding Boxes
Forgings
Fruit Products
Fur Dressing & Dyeing
Furniture

"G"

Gas (Acetylene)
Gas (Illuminating)
Gas Fixtures
Gas Lighting Fixtures
Gases (Oxygen & Hydrogen)
General Machine Work
Glass
Gloves
Glue
Granite Monuments
Greases

"H"

Hand Bags
Hats
Hardware
Headwear
Heating Apparatus
Hides
Hoisting Buckets
Household Supplies
Hospital Supplies
Hydroplanes

"I"

Ice
Ice Cream
Illuminated Street Car Signs
Industrial Cars
Inks and Printing Inks
Insecticides
Iron Stairs
Iron Work
Ivory Goods
Instruments

"J"

Japans
Jewelers' Boxes

"K"

Kitchen Utensils
Knit Goods

"L"

Labeling Machines
Laces and Embroideries
Lacquers
Lamps
Laundry Equipment
Leather Dressing
Leggings
Life Boats
Life Rafts
Lighting Fixtures
Liquid Soap
Lithographing
Loose Leaf (Binding Devices)

Ballinger & Perrot, Architects and Engineers.

THE NEW YORK CONSOLIDATED CARD CO.

THE TIFFIN PRODUCTS, INC.

"M"

Macaroni
Machinery Castings
Machines (Special)
Magnetos
Mahogany Veneers
Malt
Marble Cutting
Matches
Mattresses
Medicines
Metalcrete (Liquid)
Metal Goods
Metal Specialties
Meters (Water)
Metal Polishes
Metals and Metal Work
Metholoid
Mill and Cabinet Work
Mill Work
Motometers
Motor Boats
Motor Trucks
Mirrors
Motion Pictures
Music Cabinets
Musical Strings
Mustard

"N"

Nickle Ware
Novelties

"O"

Oil
Oil Stoves
Organs
Ornamental Iron
Ovens
Overalls

"P"

Packing Boxes
Paint
Painters' Supplies
Paper Bags
Paper Novelties
Paper Specialties
Pattern Making
Pearl Button Machinery
Petroleum
Pharmaceuticals
Phonographs
Pianoforte Materials
Pianos
Pickles
Pillows
Pillow Cases
Pipes (Smoking)
Playing Cards
Plumbers' Supplies
Polishes
Printing Presses

"R"

Radiators
Radium Dials
Ratan and Wicker Ware
Ribbons
Roofing
Rope
Rubber Products
Rubber Specialties
Rubber Tires

"S"

Safety Guards
Salad Dressings
Saws
Scarfs
Scouring Powder
Screw Machine Products
Seats and Chair Seats
Sheet Iron Work
Sheet Metal
Sheet Metalware
Sheets
Ships
Shippers Supplies
Shoes
Signs
Silk
Silk Finishing & Dyeing
Silk Shoe Binding
Silver Novelties
Skates
Skirts
Smelting
Soap
Starch
Stationery
Steam Specialties
Steel and Iron Work
Steel Barrels
Steel Plate Construction
Stencil Machines
Stencil Oil Paper
Stone Cutting Machines
Store Fixtures
Structural Iron
Structural Steel
Sugar Refining
Surgical Instruments
Switches

"T"

Tallow Products
Tanks
Telephone Booths
Terra Cotta
Textiles
Thermometers
Tin Cans
Tobacco Pipes
Toilet Preparations
Tools
Toys
Train Indicators
Transparencies
Twine
Typewriters

"U"

Undertakers' Supplies
Underwear

"V"

Varnish
Veneers (Mahogany, etc.)
Ventilators

"W"

Waterproofing
Waterproofing Compounds
Welding Machines
White Goods
Willow Furniture
Window Screens
Window Regulators
Woodenware
Woodwork (Interior and Exterior)
Wrapping Machines

"X"

X-Ray Machines

"Y"

Yarn

FACTORIES

The following list of Queens Borough factories is by no means complete. It includes only the larger and more important industrial establishments. There are hundreds of small plants with less than ten employees, which are classed as "factories"; such as bakeries; small print shops; garages, where automobile repairing is done; and homes in which a few employees are engaged in needle trades.

This list includes only such factories as

(a) Own their own plants

(b) Rent at least 2500 square feet of floor space, or

(c) Employ 10 or more people

The capital invested in manufacturing in a community, and not the number of factories, is the true index of its industrial strength. Furthermore, as this list is printed in April 1920, the names of the industrial establishments locating in Queens Borough from that time on cannot be included.

BOLD FACE indicates Membership in Queensboro Chamber of Commerce.

(a) Property purchased, factory not completed.

Company and Address	*Articles Manufactured*	*Number of Employees April, 1920*	*Year Established in Queens*
A			
Acme Reed Furniture Co., Woodside	Furniture	12	1893
ACORN SILK CO., L. I. City	Broad silk	75	1913
Adler Veneer Seat Co., L. I. City	Seats	85	1910
AEOLIAN COMPANY, L. I. City	Pianos, victrolas	117	1915
AMERICAN AGRICULTURAL CHEMICAL CO., (PRESTON WORKS), Blissville	Chemicals	100	1899
American Apothecaries Co., L. I. City	Druggists' supplies	32	1905
AMERICAN BALSA CO., L. I. City	Life boats, motor boats life preservers	200	1910
AMERICAN BLAU-GAS CORP., L. I. City	Blau-gas, dri-gas	16	1917
AMERICAN CHICLE CO., L. I. City	Chewing gum, confectionery	450	1916
AMERICAN CLIP CO., L. I. City	Paper clips, etc	75	1903
American Die & Tool Works, L. I. City	Dies and tools	(a)	1919
AMERICAN DRUGGISTS SYNDICATE, L. I. City	Drugs and chemicals	900	1907
AMERICAN EVER READY WORKS L. I. City	Flashlights (Daylo), storage and dry batteries	1700	1915
American Fibre Chair Seat Corp., L. I. City	Chair seats	75	....
AMERICAN HARD RUBBER CO., College Point	Hard rubber articles	1325	1854
American Radiator Co., L. I. City	Radiators	(a)	1919
ANCHOR CAP & CLOSURE CORP., L. I. City	Caps for tumblers, mason jar rubber rings	400	1920
ANDERSON, E. D., INC., L. I. City	Automatic machinery	90	1915
ANDREWS LEAD CO., L. I. City	White lead	18	1920
ANTHONY CO., L. I. City	Liquid fuel	65	1912
ART ORNAMENT CO., L. I. City	Toilet articles	50	1920
Astoria Boat Works, L. I. City	Boats	22	1913
ASTORIA MAHOGANY CO., L. I. City	Mahogany lumber and veneer	400	1876
ASTORIA LIGHT, HEAT & POWER CO. L. I. City	Illuminating gas	875	1906
Astoria Pearl Button Co., L. I. City	Pearl buttons	20	1890
ASTORIA SILK WORKS, L. I. City	Silk	232	1888
ATLANTIC HYGIENIC ICE CO., Woodhaven	Ice	10	1919
ATLANTIC RUBBER MFG. CORP., College Point	Rubber articles	230	1891
ATLANTIC MACARONI CO., L. I. City	Macaroni	40	1904
AUTO SALES CORPORATION, L. I. City	Slot machines	100	1920
B			
Barber Shoe Co., Frank, L. I. City	Shoes	51	1896
Barker Sweet Mfg. Co., Jamaica	Saws	20	1909
Barthels Mfg. Co., Glendale	Braids and laces	100	1903
Bayer, Gardner Himes Co. L. I. City	Hardware for builders	25	1913
Bayview Ribbon Co., Glendale	Ribbons	50	1908
BEACON FALLS RUBBER SHOE CO., College Point	Shoes, rubber footwear	700	1916
BELLON, INC., AUGUST, Rockaway Beach	Structural and ornamental iron	10	1895
BLACK BEAR CO., L. I. City	Oils and factory supplies	10	1890
Bielecky Bros. Co. Woodside	Willow and reed furniture	10	1916
BLICKMAN, S., L. I. City	Sheet metal specialties	250	1920
BOYCE-VEEDER CO., L. I. City	Fire extinguishers	70	1919
BRADBURY CO., F. L., L. I. City	Crullers	160	1913
BRADLEY MFG. CO., A. J., L. I. City	Stencil papers	10	1911

Company and Address	Articles Manufactured	Number of Employees April, 1920	Year Established in Queens
BRADLEY & SON, WILLIAM, L. I. City	Cut stone and marble	100	1907
Brandes Mfg Co., Julius, College Point	Silk	25	1885
BREWSTER & CO., L. I. City	Automobiles	995	1909
BRIGGS, INC., STEPHEN, L. I. City	Barrels	20	1900
BROCKWAY, FITZHUGH & STEWART, INC., Evergreen	Labels and fibre shipping containers	125	1918
BROOKLYN FOUNDRY CO., L. I. City	Grey iron castings	150	1914
Brown Co., A. B., Winfield	Window screens and weather strips	17	1917
BROWN & CO., GEORGE, L. I. City	Stone cutting	150	1850
BRUNSWICK-BALKE-COLLENDER CO., L. I. City	Billiard tables, bowling alleys, phonographs, auto tires	100	1904
BRETT LITHOGRAPH CO., L. I. City	Lithographing	170	1914
Bulls Eye Rubber Co., L. I. City	Rubber heels	15	1918
Buhler, Edmund, L. I. City	Sewer pipe	10	1910

C

C-H MOTORS CORPORATION, L. I. City	Automobile assembling	50	1920
Callister, W. L. & G. T., Queens, L. I.	Wagons	54	1852
CALMAN & CO., EMIL, L. I. City	Paint and varnish	46	1850
CARBOLA CHEMICAL CO., L. I. City	Disinfecting whitewash	10	1919
CARPENTER CO., JOHN R., Jamaica	Sash, door and trim	125	1888
CASSIDY CO., INC., L. I. City	Lighting fixtures	125	1915
CATING, WILLIAM B., Winfield	Rope and cord	60	1892
CENTRAL SMELTING & REFINING CO., L. I. City	Smelting and refining	15	1898
Chase Roberts & Co., L. I. City	Paint	50	1895
CHILTON PAINT CO., College Point	Paint and varnish	30	1911
CLAUDEL CARBURETOR CO., INC., L. I. City	Carburetors	10	1919
CLOCHESSY JOHN, Rockaway Beach	Paper bags and folding boxes	60	1918
CODEX ANTISEPTIC CO., L. I. City	Antiseptics	10	1920
COLE-DUNCAN BOILER WORKS, L. I. City	Boilers	20	1919
COLLEGE POINT BOAT CORP., College Point	Boats	60	1917
Colodor Engineering Corporation, L. I. City	Strainers for autos	10	1920
COLUMBIA PAPER BAG CO., L. I. City	Paper bags	100	1903
COMFORT SANDAL CO., L. I. City	Sandals and shoes	90	1915
COMMERCIAL RESEARCH CO., Flushing	Metal etching, chemical and welding products	50	1915
Compound Specialty Co., L. I. City	Paint	10	1902
CONCORD CONSTRUCTION CO., Ridgewood	Ornamental iron work and forgings	10	1905
Concrete Steel Co., L. I. City	Reinforcing bars	(a)	1919
CONNELLY IRON SPONGE & GOVERNOR CO., L. I. City	Iron pipe	20	1920
Cork & Zicha Marble Co., L. I. City	Marble works	14	1915
Cornellist Textile Co., L. I. City	Plushings	30	1913
COURTADE JOS. & SONS, L. I. City	Piano cases	10	1919
CUNNINGHAM, W. J.	Brass foundry	20	1852
CUNNINGHAM, THE CHRISTOPHER CO., L. I. City	High pressure steam boilers	65	1862

D

DEERY JOHN J. CO., INC., L. I. City	Marble sawing	18	1916
DEFENDER MFG. CO., L. I. City	Sheets and pillow cases	200	1916
Delatour Beverage Corp., L. I. City	Beverages	25	1919
DEMUTH, WM. & CO., Richmond Hill	Tobacco pipes and smokers' articles	1000	1900
DE NOBILI CIGAR CO., L. I. City	Cigars	700	1906
Detroit Pressed Steel Wheel Co., L. I. City	Solid steel disks for automobile wheels	25	1919
Diamond Red Paint Co., L. I. City	Paints	10	1919
DICTOGRAPH PRODUCTS CORP., Jamaica	Acousticons, dictographs	185	1906
Dillman Baking Co., Inc., Brooklyn Hills	Bakery products	115	1915
DOMESTIC SOAP MFG. CO., L. I. City	Soap	14	1891
Donaldson Roman Stone Co., Richmond Hill	Structural stone	40	1914
Druckerman, L. & M., Woodhaven	Embroideries	100	1888
Dukeshire Steel & Forge Co., Maspeth	Forgings	20	1918
DURKEE, E. R. & CO., Elmhurst	Spices and food products	269	1918
DUVALIAN PRODUCTS CORP., L. I. City	Leather specialty goods	45	1914

E

ELANDES RIBBON CO., INC., Whitestone	Silk ribbons	275	1915
Elcaya Facial Cream Co., L. I. City	Facial creams	....	....
ELIAS JOSEPH & CO., L. I. City	Glass, mirrors, etc	125	1915
ELMHURST ICE CO., Elmhurst	Ice	20	1918
EMPIRE ART METAL CO., College Point	Hollow steel doors, interior trim	400	1913
EMPIRE TUBE & STEEL CORP., College Point	Steel tubing	300	1919
EMERSON PHONOGRAPH CO., INC., L. I. City	Phonograph records	400	1920
Empire City Iron Works, L. I. City	Ornamental iron	(*)	1920
Eppinger & Russell, L. I. City	Creosoted lumber, piling and ties	25	1888
Evergreen Knitting Mills, Evergreen	Knit goods	32	1892
EUREKA RUBBER CO., L. I. City	Rubber products	25	1916
Expanded Metal Safety Guard Co., L. I. City	Metal guards	15	1920

Company and Address	Articles Manufactured	Number of Employees April, 1920	Year Established in Queens
F			
FAHNESTOCK ELECTRIC CO., L. I. City	Spring binding posts, electrical supplies	20	1916
FAMOUS PLAYERS-LASKY CORP., L. I. City	Motion pictures	500	1919
Fassler & Klein Iron Works, L. I. City	Iron works	15	1915
Federal Brass & Bronze Co., L. I. City	Architectural brass and bronze	17	1903
Feigin, F. A., L. I. City	Cabinet makers	35	1914
Fenner, Geo. L., L. I. City	Printing inks, etc	10	1885
FISHER, JOHN C. MFG. CO., L. I. City	Metal specialties	20	1914
Franklin Brass Foundry, L. I. City	Castings	35	1915
FRISCH TOILET MIRROR CO., L. I. City	Toilet mirrors	14	1920
Fruit Products Corp., L. I. City	Fruit products	(*)	1919
G			
G. M. FILM PRINTING CO., L. I. City	Film printing	(*)	1919
Gahagan, W. H., Arverne	Shipbuilders	150	1918
Garford Motor Co., L. I. City	Service station	(*)	1920
GARSIDE A. & SONS, INC., L. I. City	Shoes	300	1918
GAUMONT MOTION PICTURE CO., Flushing	Motion pictures	150	1912
GEHNRICH INDIRECT HEAT OVEN CO., Flushing	Ovens and oven equipment	100	1919
GENERAL CARBONIC CO., L. I. City	Carbonic gas	50	1919
General Chemical Co., Laurel Hill	Chemicals	200	1900
Gillies, James, L. I. City	Stone yard	10	1852
GLEASON-TIEBOUT GLASS CO., Maspeth	Glass	250	1903
GOLDBERG & DAVIDSON, L. I. City	Buttons	20	1920
Goodyear Tire & Rubber Co., L. I. City	Automobile tires	50	1913
GOULD-MERSEREAU CO., L. I. City	Drapery, carpet and cabinet hardware	140	1919
Grady Mfg. Co., The, L. I. City	Metal polish	20	1914
Gray, C. M. Marble & Slate Co., L. I. City	Marble cutting	12	1908
GREENPOINT-SOUTHERN CO., L. I. City	Mattresses, box springs, pillows	35	1919
GREENPOINT FIRE BRICK CO., L. I. City	Fire brick, boiler refractories	40	1868
GROSSMAN, MORGAN, L. I. City	Shoes	50	1920
H			
Haering & Matter, College Point	Silk dyeing	35	1905
HARMON COLOR WORKS, College Point	Dry and pulp colors	20	1916
HARROLDS MOTOR CAR CO., L. I. City	Pierce-Arrow service station	350	1913
HEATLESS DENTAL WHEEL CO., L. I. City	Dental appliances	28	1916
HELLMAN, RICHARD, INC., L. I. City	Blue Ribbon mayonnaise	82	1915
HELLMAN MOTOR CORP., L. I. City	Ford automobiles	(a)	1920
Hill Button Works, L. I. City	Buttons	100	1920
Hill Laundry Equipment Co., L. I. City	Laundry equipment	10	1917
Himoff Machine Co., L. I. City	Machines	30	1916
HOLLIDAY KEMP CO., INC., Woodside	Dyes, aniline colors	25	1916
HORN HOLLAND CO., L. I. City	Paints and varnishes	40	1914
HOUPERT MACHINE CO., L. I. City	Machine shop	175	1918
Howard Printing Co., L. I. City	Printing	50	1920
Hoskins, R. H. Shoe Co., L. I. City	Shoes	75	1914
HOWELL, FIELD & GODDARD, INC., L. I. City	Fireproof doors and windows	100	1912
HUBER, JOSEPH, INC., L. I. City	Auto bodies	25	1900
HUGHES, WM. & CO., INC., Glendale	Cotton waste	25	1919
HUNTER ILLUMINATED CAR SIGN CO., Flushing	Street car destination signs, sheet steel products	65	1910
H. & N. Carburetor Co., L. I. City	Carburetors	10	1916
I			
IMPERIAL METAL MFG. CORP., L. I. City	Metal specialties	100	1913
IMPERIAL PAINT CO., L. I. City	Paint	48	1913
Indian Refining Co., L. I. City	Oils	26	1914
INTERNATIONAL MOTOR CO., L. I. City	Automobiles	75	1919
INTERNATIONAL OXYGEN CO., College Point	Oxygen apparatus	14	1915
International Silk Winding Co., L. I. City	Silk winding	10	1920
IRVING IRON WORKS	Subway grating and safsteps	200	1907
J			
J. M. SKIRT CO., Woodside	Skirts	75	1913
Jackson, J. A., L. I. City	Marble cutting	10	1905
Jamaica Consumers' Ice Co., Jamaica	Ice	30	1907
JENSEN'S AUTO BODY WORKS, L. I. City	Auto bodies	14	1913
JETER A. H. & CO., INC., L. I. City	Metal specialties	18	1913
JOHNSTON, H. S. DRUG CO., Elmhurst	Drugs and chemicals	20	1898
JOHNSON COIN COUNTING MACHINE CO., L. I. City	Coin wrapping machines	50	1919
JUST, GEORGE A. CO., L. I. City	Fabricated iron and steel	200	1903

Company and Address	Articles Manufactured	Number of Employees April, 1920	Year Established in Queens
K			
KARPEN, S. & BROS., L. I. City	Upholstered furniture	350	1920
KEINER WILLIAMS STAMPING CO., Richmond Hill	Drawn and stamped sheet metal	300	1912
KLEIN BROTHERS, L. I. CITY	Japanese bamboo furniture	80	1902
Klein, J., Iron Works, L. I. City	Structural and ornamental iron	20	1911
KLEINERT, I. B. RUBBER CO., College Point	Rubber specialties (dress shields)	1200	1884
KNICKERBOCKER ICE CO., L. I. City	Ice	100	1919
KOZAK & McLOUGHLIN, L. I. City	Shoes	300	1916
KRAEMER BROS. CO., College Point	Sash, frames, doors, etc.	35	1885
L			
L. W. F. ENGINEERING CO., College Point	Aeroplanes, cabinets	100	1916
LA COUR IRON WORKS, L. I. City	Structural steel, ornamental iron, cranes and hoists	80	1912
LA FRANCE SOAP & PERFUME CO., L. I. City	Soaps and perfumes	10	1920
LALANCE & GROSJEAN MFG. CO., Woodhaven	Agate, nickel, steel ware	1700	1850
Lang, Carl & Hoffman, L. I. City	Silks	250	1915
LATHAM LITHO & PRINTING CO., Woodside	Posters, car cards	(*)	1920
LAURAINE MAGNETO CO., L. I. City	Magnetos	60	1919
Lewis & Vought Corp., L. I. City	Airplanes	65	1917
Lion Varnish Co., Evergreen	Varnish	10	1905
Lissberger, Marks & Son, Inc. L. I. City	White lead	100	1907
LOFT, INC., L. I. City	Candy	1000	1915
LONG ISLAND MFG. CO., College Point	Hats	80	1919
LONG ISLAND STAR PUB. CO., L. I. City	Printing	65	1864
LOOSE-WILES BISCUIT CO., L. I. City	Sunshine biscuits, cakes and crackers	1400	1914
M			
McHUGH, JOS. P. & SON, L. I. City	Willow furniture	60	1919
MALLINSON, H. R. & CO., INC., L. I. City	Silk	211	1885
Manhattan Pearl Button Co. L. I. City	Pearl buttons	14	1896
MANHATTAN-ROME CO., L. I. City	Metal beds and couches	175	1917
MANHATTAN SILK CO., College Point	Silk	200	1890
MATHESON LEAD CO., L. I. City	White lead, oxides	55	1890
MAYER, C. B. CO., L. I. City	Interior woodwork	30	1919
MAYER & LOWENSTEIN, L. I. City	Varnishes, japans enamels	50	1865
Maxwell Motor Car Co., L. I. City	Service station	10	1920
MERRILL BROTHERS, INC., Maspeth	Drop forgings, hammers etc.	100	1906
METAL STAMPING CO., L. I. City	Auto accessories	200	1904
METROPOLITAN ELEC. MFG. CO., L. I. City	Switchboards	264	1910
METROPOLITAN LIFE INS. CO., L. I. City	Printing and binding	300	1920
METROPOLITAN TOBACCO CO. Jamaica	Cigars	45	1907
MEURER STEEL BARREL CO., INC., L. I. City	Barrels	200	1912
MEYERS, WILLARD F. MACHINE CO., L. I. City	Machines	60	1880
MIGEL, J. A., INC., L. I. City	Silk	100	1915
Miller, Julius, L. I. City	Shoes	250	1910
Mirrolike Mfg. Co., L. I. City	Polishes	12	1917
MODEL BRASSIERE CO., Elmhurst	Clothing	350	1917
MOORE'S BAKERY, L. I. City	Baking	58	1853
MOTOMETER COMPANY, THE, INC., L. I. City	Motometers	450	1916
MOTT, J. L. IRON WORKS, L. I. City	Iron works, etc.	10	1919
MULLEN & BUCKLEY, INC., Far Rockaway	Window screens and porch screens	100	1889
Muller Paper Goods Co., Ridgewood	Paper goods	...	1902
Multiple Storage Battery Co., Jamaica	Storage batteries	75	1919
MUNICIPAL STUDIO, L. I. City	Motion pictures	(*)	1920
N			
NATIONAL BRIDGE WORKS, L. I. City	Structural steel	150	1904
NATIONAL CASKET CO., L. I. City	Caskets, undertakers' supplies	250	1915
NATIONAL CHAIN CO., College Point	Chains	150	1915
NATIONAL ENAMELING & STAMPING CO., Laurel Hill	Enamel ware	800	1897
National Indicator Co., L. I. City	Train indicators	28	1912
NATIONAL LABELING MACHINE CO., L. I. City	Labels	15	1916
NATIONAL SUGAR REFINING CO. OF N. J., L. I. City	Sugar	850	1897
NATIONAL VARNISH CO., L. I. City	Varnish	50	1908
Needham A. W. Machine Co., L. I. City	Machines	15	1902
NEPTUNE METER CO., L. I. City	Water, gasoline and oil meters	750	1892
NEW AMSTERDAM GAS CO., L. I. City	Illuminating gas	600	....
NEW YORK ARCHITECTURAL TERRA COTTA CO., L. I. City	Terra cotta	200	1886
NEW YORK CONSOLIDATED CARD CO., L. I. City	Playing cards	450	1915
NEW YORK & QUEENS ELECTRIC LIGHT & POWER CO., L. I. City	Electricity	857	1901
NEW YORK & QUEENS GAS CO., Flushing	Illuminating gas	100	1854
NIAGARA KNITTING MILLS CORP., L. I. City	Bathing suits	15	1920
NICHOLS COPPER CO., Laurel Hill	Copper refining	1045	1873
NORMA COMPANY OF AMERICA, THE, L. I. City	Precision ball bearings	350	1919
NORMAN-SETON, INC., Winfield	Metal doors and fireproofing	84	1910

Company and Address	Articles Manufactured	Number of Employees April, 1920	Year Established in Queens
O			
OAKES MFG. CO., L. I. City	Dyewood extracts	130	1883
Oakland Motor Car Co., L. I. City	Service station	80	1919
OLD RELIABLE MOTOR TRUCK CORP., L. I. City	Motor trucks	100	1918
Operaphone Mfg. Co., L. I. City	Phonograph records	37	1913
ORGANIC SALT & ACID CO., INC. L. I. City	Salicylates and pharmaceuticals	50	1917
ORESENIGO CO., THE, INC., L. I. City	Furniture	300	1915
P			
PACKARD MOTOR CAR CO. OF N. Y., L. I. City	Automobile service station	600	1909
PARAGON PLASTER CO., Jamaica	Plaster	25	1908
PARTRIDGE, E. S. CO., L. I. City	Service station (Owen Magnetic Biddle, Liberty 55, Lex autos)	55	1919
Pathéscope Co. of America, The, L. I. City	Motion picture machines and films	18	1916
PATTERSON SARGENT CO., L. I. City	Paints and varnishes	50	1919
PAYET SILK DYEING CORP., L. I. City	Silk dyeing	45	1920
Peerless Glass Co. L. I. City	Glass bottles	250	1900
PELLETIER, NAPOLEON, Maspeth	Tin cans	30	1900
Perfection Doll Co., L. I. City	Character dolls	38	1915
PERFECT WINDOW REGULATOR CO., L. I. City	Auto window regulators	170	1920
PIEL, G. CO., INC., L. I. City	Automobile horns	125	1911
PIROXLOID PRODUCTS CORP., L. I. City	Celluloid articles	150	1919
Pisani Bros., L. I. City	Marble cutting	10	1904
PITTSBURGH PLATE GLASS CO., L. I. City	Glass	150	1919
POLACHEK BRONZE & IRON CO., L. I. City	Bronze and iron works	100	1912
PRATT & LAMBERT CO. L. I. City	Paints and varnishes	50	1850
PREMIER METAL ETCHING CO. L. I. City	Name plates, dials, castings	125	1917
PRESSED & WELDED STEEL PRODUCTS CO., INC., L. I. City	Pressed and welded sheet steel products	75	1913
PROPPER SILK HOSIERY CO., L. I. City	Silk hosiery	26	1919
Q			
QUEENSBORO BRASS & BRONZE FOUNDRY, L. I. City	Brass and bronze	14	1914
Queens Pattern Works, Astoria	Patterns	15	1914
QUEENS BOROUGH GAS & ELECTRIC CO., Far Rockaway	Electricity and gas	200	1902
Queensboro Tool & Die Co., L. I. City	Dies and tools	12	1916
QUEZAL ART GLASS DECORATING CO., Maspeth	Optical glass	40	1902
QUIGLEY FURNACE SPECIALTY CO., Jamaica	Furnace material and appliances	10	1916
R			
R. & L. BALLBEARING CO., L. I. City	Ball bearings	10	1920
RAINIER MOTOR CORP., Flushing	Motor trucks	200	1916
RAVENSWOOD PAPER MILL CO., L. I. City	Boxboard and lining	90	1905
RECKNAGEL A., INC., L. I. City	Hardware, factory and contractors' supplies	10	1890
REED, A. L. CO., Richmond Hill	Leather goods	175	1902
REICHARD-COULSTON, INC., L. I. City	Dry paint	20	1906
REICHEL, KURT, INC., Ozone Park	Fabric gloves	20	1917
Remington Typewriter Co., Flushing	Typewriters	750	1920
Renaissance Corset Co., Flushing	Corsets	40	1919
REPUBLIC AUTO PARTS CO., L. I. City	Auto accessories	...	....
REX PAINT CORP., L. I. City	Paint	...	....
Rhodes, R. W. & Co. L. I. City	Rubber brushes, etc.	50	1891
Richey, Brown & Donald, Maspeth	Iron work	200	1895
REPETTI, INC., L. I. City	Candy	285	1920
Richmond Hill Foundry, Richmond Hill	Soft iron castings	30	1906
ROLLS-ROYCE, LTD., L. I. City	Service station	50	1913
Rogers-Peet Co., Maspeth	Clothes	175	1919
RONZONI MACARONI CO., INC., L. I. City	Macaroni	50	1919
ROSENWASSER BROS., L. I. City	Shoes and leggings	1800	1913
RUSSELL FOUNDRY & MACHINE CO., L. I. City	Castings	100	1870
S			
SAWYER BISCUIT CO., L. I. City	Biscuits	(*)	1919
SCHIRMER, G., INC., L. I. City	Music publishers	195	1915
Schults Baking Co., Jamaica	Baking	150	1911
SCHWANDA & SON, B., Winfield	Pearl buttons	95	1902
Sea Island Thread Co., Whitestone	Thread	...	1920
Scriven, J. A. & Co., L. I. City	Knit underwear	11	1916
SELF CLASP ENVELOPE CO., L. I. City	Envelopes	60	1920
SELZNICK PICTURES CORP., L. I. City	Motion pictures	(*)	1919
SEXAUER & LEMKE INC., L. I. City	Structural steel and iron	75	1900
SHEPHERD, C. E. CO., L. I. City	Book binders	200	1919
Shore Instrument Mfg. Co., Jamaica	Scientific testing instruments	55	1920
SHOREHAM NOVELTY CO., Winfield	Novelties (celluloid)	100	1917

Company and Address	Articles Manufactured	Number of Employees April, 1920	Year Established in Queens
SHUTTLEWORTH, EDWIN CO., L. I. City	Cut stone, marble	50	1906
SIMMONS, JOHN CO., L. I. City	Pipe, iron fittings, etc	50	1918
Smith & Andrews, L. I. City	Clothes	32	1920
SMITH, EDWARD & CO., L. I. City	Varnish and colors	...	1827
SMITH, PETER H., L. I. City	Ladies' underwear	20	1920
SOHMER PIANO CO., L. I. City	Pianos	138	1886
SORENSEN, C. M. CO., INC., L. I. City	Surgical apparatus	(*)	1920
SPEAR & CO., Woodhaven	Caps and hats	50	1910
Stacey Canadian Skate Co., L. I. City	Skates	30	1920
STANDARD OIL CO. OF N. Y., L. I. City	Oil refining	1000	1885
STANDARD STEEL CAR CO., L. I. City	Service station	30	1920
STAR RIBBON CO., L. I. City	Ribbons	100	1906
STAR SILK WORKS, L. I. City	Silk	14	1919
STAUNCHWOOD SHOPS, Flushing	Toys	10	1919
STEIN-DAVIES CO., L. I. City	Starch products	35	1904
STEINER MFG. CO., L. I. City	Hydrometer outfits for autos	20	1919
STEINWAY & SONS L. I. City	Pianos	969	1876
STREBEL & SON, CHAS., Ridgewood	Structural steel and iron	25	1908
STUEBNER IRON WORKS, L. I. City	Iron	125	1918
SUPREME PICTURES, INC., Flushing	Motion pictures	15	1919
SWEENEY & GRAY CO., L. I. City	Artesian well machinery	25	1893

T

TAPLEY, J. F. CO., L. I. City	Bookbinding	264	1920
TECHNOLA PIANO CO., L. I. City	Vocalions (talking machines)	245	1913
TEEPE, J. CHAS., INC., L. I. City	Woodenware, tables, furniture	52	1916
TEXAS CO., L. I. City	Oil	42	1915
Thermokettle Co., L. I. City	Coppersmiths	10	1917
THIBAUT-WALKER CO., L. I. City	Varnishes japans, dryers	32	1908
Third Ward Ice Co., Flushing	Ice	12	1907
THOMSON, JOHN, PRESS CO., L. I. City	Machinery	145	1902
Tiffany Furnaces, Corona	Tiffany glass	40	1893
TIFFANY STUDIOS, Corona	Bronze castings	155	1904
TIFFIN PRODUCTS INC., L. I. City	Candy	450	1919
TOCH BROTHERS, L.I. City	Paint, varnish, chemicals	95	1903
TOCK SCREW MACHINE PRODUCTS CORP., L. I. City	Screw machine products	100	1917
TRAITEL MARBLE CO., THE, L. I. City	Marble, mosaic tile	87	1904
TRANSPORT SERVICE, INC., L. I. City	Electric trucks	62	1919
Trilsch, Oscar Co., Whitestone	Jewelry cases, paper boxes	100	1906
Truscon Steel Co., L. I. City	Steel	20	1918

U

UNITED BUTTON CO., Maspeth	Buttons	250	1918
Universal Electric Welding Co., L. I. City	Electric welding	12	1915

V

V. & O. Press Co., The, L. I. City	Presses, dies, sheet metal machinery	125	1904
Valvoline Oil Works, Maspeth	Oils	10	1913
VAN BRUNT, WM. C., INC., L. I. City	Structural steel and ornamental iron work	25	1912
VAN IDERSTINE CO., Laurel Hill	Fat rendering	300	1906
Vantine, A. A. Co., L. I. City	Perfume	30	1917
Victor Baking Co. Jamaica	Baking	15	1917
VOSKA FOELSCH & SIDLO., L. I. City	Interior marble	43	1906
Vogt, Walter J. & Co., Glendale	Novelties and trimmings	35	1911

W

Waite & Bartlett L. I. City	X-Ray apparatus	30	1920
WALDES & CO., L. I. City	Snap fasteners and small metal parts	66	1919
WALTERS PIANO CO. L. I. City	Pianos	65	1914
Walker Vehicle Co., L. I. City	Automobile trucks	34	1918
WAPPLER ELECTRIC CO., L. I. City	X-Ray apparatus	275	1919
WARD MARCUS, INC., L. I. City	Writing paper, tablets	175	1917
WEISBERG-BAER CO., THE, L. I. City	Interior woodwork	150	1905
WELDRITE CO. INC., L. I. City	Welding and machine work	10	1915
WEST DISINFECTING CO., L. I. City	Disinfectants and appliances	132	1901
WHITE CO., L. I. City	Motor truck service station	500	1919
WHITE A. J., LTD. Jamaica	Pharmaceuticals	...	....
WICKE, WM., RIBBON CO., Glendale	Narrow ribbons	200	1898
Wild, Joseph & Co., L. I. City	Carpets	100	1885
Willie, John, Astoria	Knit goods	25	1916
WILLEY, C. A., CO., L. I. City	Varnish and paint	100	1890
WILLIAMSON, D. D. & CO., L. I. City	Drugs and chemicals	...	1875
WILSON PRINTING INK CO., W. D., L. I. City	Ink	18	1881
Wissmach Glass Co., Paul, L. I. City	Glass	10	1916
WRIGLEY, WM., JR., CO., Maspeth	Chewing gum	274	1919

Y

YOUNG & METZNER, L. I. City	Jute bags and bagging	218	1893

Acqueduct
Astoria
Auburndale
Arverne
Blissville
Bklyn Manor
Bayside
Beechurst
Bdiway Flushing
Bellaire
Bushwick Juct
Broad Channel
College Point
Corona
Clarenceville
Douglaston
Dutch Kills
Dunton
Elmhurst
Evergreen
Edgemere
Flushing
Forest Hills
Far Rockaway
Glendale
Glen Morris
Hollis
Howard Beach
Hunter's Point
Hillside
Holland
Hammels

Residential

Jamaica
Jackson Hts
Kew Gardens
Kissena Park
Long Is. City
Little Neck
Laurelton
Laurel Hill
Maspeth
Malba
Morris Park
Murray Hill
Middle Village
Neponset
Newtown
Ozone Park
Queens Village
Rockaway Beach
Ramblersville
Rosedale
Ridgewood-
Richmond Hill
Steinway
St. Albans
Springfield
Seaside
South Ozone
Union Course
Whitestone
Woodside
Woodhaven
Winfield

RESIDENTIAL ADVANTAGES

NEW YORK CITY is faced in the Spring of 1920 with the most serious shortage of housing facilities in its history. For the first time in years the city is underbuilt. The stoppage of building construction during the war, the increased cost of materials, labor and transportation have all combined to bring about a condition which can only be remedied by the construction of thousands of new homes of every description to house the present as well as the future population of the city.

The logical area for the construction of these new homes is in the Borough of Queens. Its many attractive residential communities, served by both the new rapid transit extensions and the Long Island Railroad, are nearer to the business center of Manhattan than a large proportion of the residential communities of either Brooklyn or the Bronx.

Queens Borough possesses the unusual advantage of having within its borders thousands of acres of undeveloped land only a short distance from the business and population centers of the city. A circle with a 10 mile radius, drawn from Grand Central Station in Manhattan as its center, will include 54 square miles of Queens Borough as compared with 30½ square miles of Brooklyn, 24 square miles of the Bronx and 20 square miles of Manhattan.

The close proximity of this great undeveloped territory to the business centers of New York, coupled with the excellent new rapid transit service, now available for a single fare to all parts of the city, gives Queens potentialities for immediate housing development, unequalled by any other borough.

Moreover, as the cost of this land today, per lot or per acre, is so much less than any other property in the city with equal transportation advantages, it is evident that the increased cost of building construction can, to a large extent, be offset by the lower cost of land in Queens Borough.

Those who are familiar with the vast area of Queens Borough, its great industrial development of the past ten years, its geographical relation to the adjacent boroughs, its new bridges, tunnels, electric railroads, and its many attractions and advantages from a residential standpoint, look forward to the construction of thousands of apartment houses, detached dwellings and multiple family homes in every section of the borough during the next ten years. Queens Borough offers today to the home seeker, the builder and the investor, opportunities far superior to those offered by any other section of New York.

One object of this publication is to impress upon anyone who has not as yet become familiar with the transformation which has taken place in Queens during the past ten years, that its many new rapid transit lines have now made the Borough a real integral part of New York City.

The territory adjoining the East River, where industrial and commercial establishments are so rapidly being built and which is served by every rapid transit line of the city, is the most convenient location for housing those who are employed in the industrial establishments in Long Island City, and those who are living today in the congested sections of Manhattan.

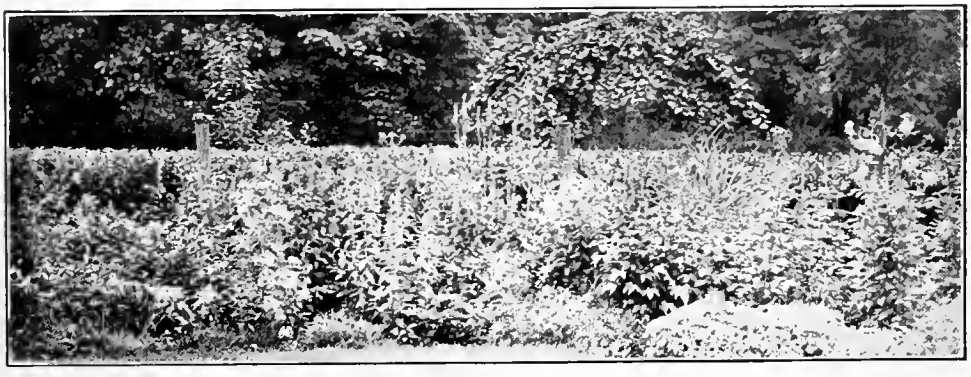
Moonlight Across the Bay

Beginning at Woodside and extending eastward to the City Line at Little Neck and southward to Jamaica are many high-class residential sections. Still further south is the immense area stretching to Jamaica Bay accessible to all by the rapid transit and electric railroads from Brooklyn and Manhattan. Across Jamaica Bay is the 10 mile long Rockaway Peninsula fronting on the Atlantic Ocean, until recently considered too distant in point of time for all year residence, but now being built up with attractive homes of permanent residents, who can reach their offices in the business centers quicker than most commuters from other suburban sections.

When it is realized that the residents of a large proportion of Queens Borough can reach the business, shopping and theatrical centers in Manhattan in less time than it takes the residents of the Bronx and Brooklyn, and of even the Washington Heights section of Manhattan, the reasons for the marvelous growth of New York eastward into Queens will be appreciated.

All of the advantages of a home in the country, combined with facilities for reaching office or workshop in a surprisingly short time, are still available within this biggest borough.

To every one who loves the soil and grass, or who cherishes the trees and pure air, a new life is opened. Within 10 to 15 minutes after boarding a modern electric train at Pennsylvania Station, or rapid transit trains of the city's subway system, one finds himself looking out upon neat suburban homes and gardens, refreshing the eyes wearied by the city with its scenes of rush and bustle and its monotonous stretches of brick and stone.



A Garden in the "Garden Borough."

ROLLING HILLS MAKE THE NUMEROUS GOLF COURSES IN QUEENS UNUSUALLY ATTRACTIVE

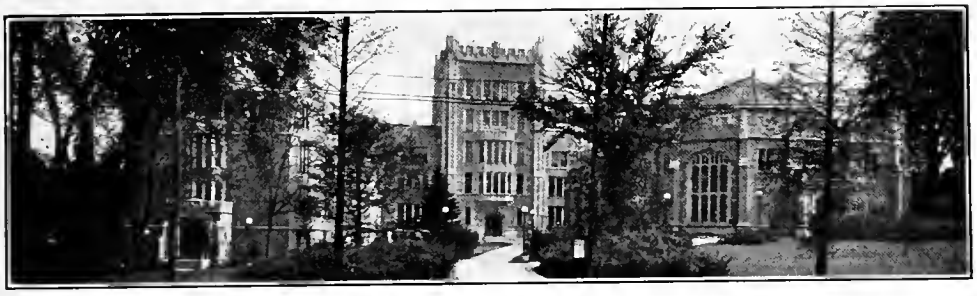
With every natural advantage of diversified country; of cheap, rapid and comfortable transportation facilities; ideal climate, attractive home surroundings, and moderate priced land values; its refined and cultured population; its schools, churches and clubs, among the best in the country; the Borough of Queens offers to home seekers all that can be desired. Here one can find the joys of golf, fishing, boating, swimming and all other outdoor games.

A ROUND CITY

The most efficient city from a residential, industrial and social standpoint is the "round city," or one that has grown equally in all directions from the business center. For generations Manhattan Island has suffered all the evils of congested population due to its narrowness and to the barrier which the East River placed in the path of its inhabitants seeking homes in Queens Borough. The average density of population in Manhattan today is approximately 175 persons per acre, while in Queens Borough, just across the East River, it is less than 7 persons per acre. With fifty thousand acres in Queens—an area three times as large as Manhattan—still undeveloped, there is every opportunity for the present and future population of the city to be housed comfortably in modern dwellings only a short ride from the business centers.

The first step in the gradual rounding out of the city began with the construction of bridges and tunnels to Brooklyn. The complete rounding out of the city, however, will take place during the next ten years as a result of the new bridges, tunnels and rapid transit railroads which now connect Queens with Manhattan.

A SPANKING BREEZE ADDS ZEST TO THE JOYS OF YACHTING



Flushing High School

The business center of Manhattan has gradually moved northward until today it is directly opposite Queens Borough. A generation ago the shopping center was located between 14th Street and 23rd Street. Then it moved to 34th Street and from there to 42nd Street. Today huge office buildings are even being erected in the 57th Street zone. Its growth further north is limited by Central Park. The permanent business center of the city was fixed by the construction of Grand Central Station at 42nd Street and Park Avenue, and the Pennsylvania Station at 33rd Street and Seventh Avenue. Today, not only the big office buildings, the mammoth department stores and huge hotels, but the many theatres, restaurants, and loft buildings in this midtown zone, testify to the permanence of this all day, twenty-four hour, business center of New York.

As the residential communities of Queens Borough have been put in such close touch with this business center by the many new transportation lines eastward from 34th Street, 42nd Street and 59th Street, can there be any doubt that the largest home building development in New York City will take place in Queens Borough during the next ten years.

Knowledge of these facts will quickly convince anyone that Queens is the most convenient home borough of New York City where millions of people will live in health and contentment, in modern dwellings amid beautiful surroundings, with plenty of light and air, trees and gardens.

Surf Bathing in the Atlantic

REMARKABLE INDUSTRIAL DEVELOPMENT HAS GIVEN IMPETUS TO RESIDENTIAL GROWTH

One of the most important factors contributing to the present residential growth of Queens is the large number of modern, self-contained, huge industrial plants which have been erected throughout the borough during the past 10 years. Each new industry radiates its influence to every nook and corner of the borough. Long Island City with its waterfront, its rail facilities and its nearness to the great retail centers of Manhattan has become the greatest manufacturing center in New York City. Every new manufacturing concern, establishing either in Long Island City or in other parts of the borough, requires the construction of new homes to house its employees. Tenements and multiple family buildings are needed nearby for the unskilled wage earners. Detached dwellings and apartments, within convenient travelling distance by trolley, train or rapid transit, are needed for the higher paid skilled mechanics and operatives. For the executives of these same plants, Queens Borough offers every attraction for the establishment of their homes in its many beautiful residential communities.

A gigantic pent-up metropolis, through the aid of bridges and tunnels, has burst its bonds and a deluge of trade and population is flowing eastward into Queens. The construction of immense industrial plants has drawn workers from all parts of the United States, who must be housed, fed and supplied with living necessities, thus creating a demand for new and more local forms of business.

DEMAND FOR HOMES

Statistics compiled by the Queensboro Chamber of Commerce of the number of employees in the factories in different sections of the borough, and the location of their residences, show that 50% of these employees live today outside of Queens Borough—in Manhattan, Brooklyn, Bronx or elsewhere.

The object of this compilation was to show whether or not an attractive field existed for new home building. The figures demonstrate beyond any doubt the necessity for the greatest possible construction of homes of all types in all sections of the borough.

A striking illustration of this fact is shown by the figures of just one industry—the Loose-Wiles Biscuit Company, whose huge plant was completed and placed in operation in 1914. In March 1920 this company had 1400 employees, of which 800 lived in Queens Borough and 600 lived elsewhere. Practically every one of the employees who reside in other boroughs have indicated their desire and intention to live in Queens when sufficient housing facilities are provided.

Homes like these in Flushing are being Built in Many Sections of Queens

The present homes of the employees of this company are distributed as follows:—

QUEENS BOROUGH	800
Manhattan	353
Brooklyn	197
Bronx	14
Elsewhere	36
TOTAL	1400

The location of the homes of those who live in Queens Borough are as follows:

Long Island City	470	Ridgewood	7	Woodhaven	3
Woodside	27	Flushing	19	Richmond Hill	23
Winfield	22	College Point	4	Jamaica	53
Corona	80	Whitestone	1	Hollis	7
Elmhurst	75	Bayside	3	Springfield	6

With this information in mind, as well as the fact that several new industries are establishing each week in Queens Borough, bringing hundreds of new employees into the Borough, it is evident that this is the most attractive field for builders in New York City.

It has been estimated that for every dollar spent in the erection of new factories, four dollars must be spent for housing facilities. Although new factory construction has taken place in Queens during the past three years, 1917 to 1919 inclusive, amounting to $19,000,000, which would require, on the foregoing basis, an expenditure of four times that amount, or $76,000,000 for homes; there has been in that same time only $42,000,000 spent in Queens for the construction of additional housing facilities. This proves the necessity for an immediate expenditure of at least $34,000,000 for housing facilities for the employees of those factories, not taking into account the necessity of providing homes for the thousands who now work and live in Manhattan, but who have been attracted to Queens by the operation of new rapid transit lines. $100,000,000 could be spent for that purpose today and still the supply would not meet the present demand.

THE "OWN-YOUR-OWN-HOME" DESIRE CAN BE FULLFILLED IN THE NEW APARTMENT HOUSES AT JACKSON HEIGHTS.

RESIDENTIAL DEVELOPMENT

VERY section of Queens Borough, from the East River to the Atlantic Ocean and from the Brooklyn Line to Nassau County, is today undergoing rapid transformation. Thousands of residents, who previously lived in Manhattan and Brooklyn, have been attracted to Queens by the operation of its many new rapid transit lines, and other thousands are coming from all over the United States as a result of the establishment of large commercial and manufacturing enterprises.

Figures compiled by John W. Moore, Superintendent of the Building Bureau of Queens Borough, show that home construction during the past ten years totaled $138,615,000. The figures for each year are as follows:—

Year	*Value*	*Year*	*Value*
1910	$12,069,150	1915	$17,509,644
1911	17,710,344	1916	16,735,719
1912	14,413,915	1917	9,945,696
1913	14,324,215	1918	3,573,175
1914	14,067,365	1919	28,266,709

The fact that during the closing year of the past decade Queens took third place among the five boroughs of New York City in real estate transactions speaks for itself. The total transactions for 1919 amounted to $289,240,000; an increase of 175% over the previous year. This total was made up as follows:

	1919	1918
Sales	$178,940,000	$74,300,000
Mortgages	63,800,000	22,500,000
New Buildings	46,500,000	8,860,000
TOTAL	$289,240,000	$105,660,000

Five years ago, where there was then a cabbage patch, now looms large apartment houses; where potatoes were hoed until a year or two ago, are now located streets of attractive homes. On every block throughout the Borough the noise of the hammer and the music of the saw is heard, and yet, with all this building activity, the demand for homes is unprecedented.

Queens Borough offers the tonic of ocean air, the sweep of breezes over sunlit fields, air untainted by smoke and soot, the charm of nestled bays and the beauty of thousands of acres of natural park land.

The character of the residential development taking place throughout Queens may be more conveniently treated in five zones, each representing one of the five Wards, or political sub-divisions, of the Borough.

Airplane view from Laurelton, looking towards Manhattan, showing the proximity of the vast residential areas of Queens Borough to the business and industrial centers of Manhattan and Brooklyn.

This great undeveloped territory is only 10 to 20 miles from Pennsylvania Station.

Here is where the future millions of New York City's ever increasing population will be housed—with plenty of room for homes with gardens and only a short ride on the Long Island Railroad Electric trains, or the rapid transit lines of the city's subway and elevated system.

FIRST WARD

The First Ward, or Long Island City, contains seven and one half square miles, or an area one-third as large as Manhattan Island. Bounded on the south by Newtown Creek, and on the west and north by the East River, it is most advantageously situated from a commercial standpoint. In no other equal area of New York has there been such a tremendous industrial development as that which has taken place in this section during the past ten years. Practically one-half of the factories of Queens Borough are located in Long Island City.

It is the eastern terminus of the Queensboro Bridge, joining Manhattan at 59th Street; it is directly connected with 42nd Street by the Queensboro Subway, and with 59th Street by both the Second Avenue "L" and the new 60th Street tunnel. In this section are the large railroad terminals and shipping facilities of the Long Island Railroad. One-half of its area has been set aside for industrial development and the other half for business and residential development. It is of distinct urban character being as favorably situated as that section of Manhattan which lies directly across the East River. As it has superior railroad facilities, it may be safely predicted that Long Island City will constitute the future industrial center of New York City.

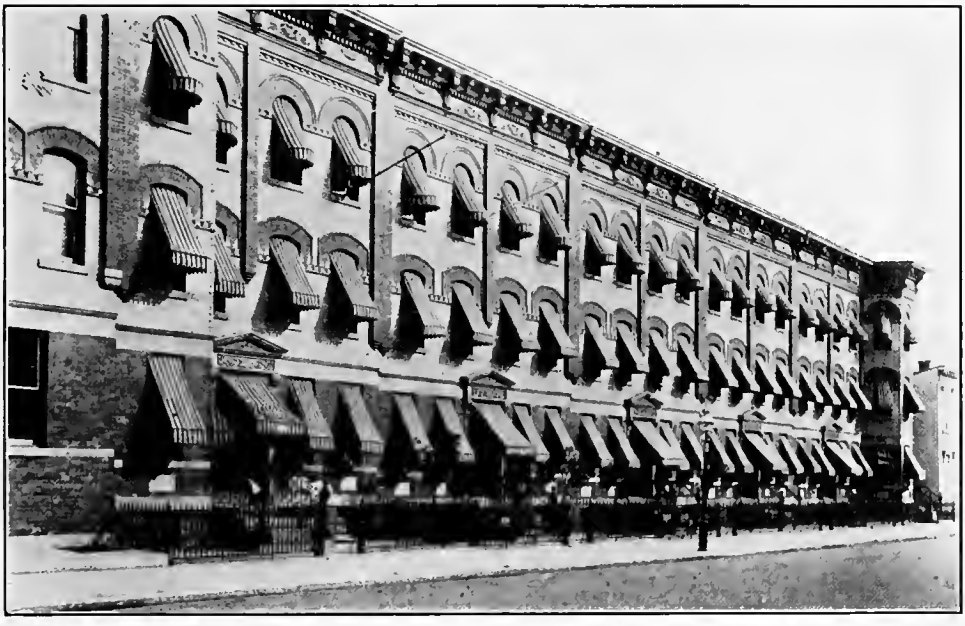
The new rapid transit lines bring this section much nearer to the distributing agencies in the heart of Manhattan than either the Bush Terminal on the shores of South Brooklyn, the Staten Island waterfront, or that of Jersey City. With twelve stations on the Queensboro Subway and the Astoria and Corona elevated extensions, this entire area will undoubtedly be solidly built up within the next ten years with tenements and multiple family homes, providing living accommodations for the thousands who are engaged in the manifold local business enterprises, and the thousands who, working in Manhattan, can reach homes in this section in less time than it takes to travel to the Bronx or upper Manhattan.

APARTMENT HOUSES IN LONG ISLAND CITY

Long Island City includes the former villages, or communities, known as Astoria, Steinway, Hunters Point, Dutch Kills, Ravenswood and Sunnyside.

Building operations now under way, amounting to several million dollars, are but a "drop in the bucket" to what is needed here to house the 40,000 employees of the local industries.

The housing requirements of this section can only be met by the construction of block after block of tenements and multiple family dwellings. The undeveloped territory adjoining Queens Boulevard, served by the Corona "L," and only twelve minutes ride from Grand Central Station, should be built up with homes at once for it is the largest available undeveloped tract nearest the business heart of the city.



Model Flats Erected in Long Island City and Ridgewood

SECOND WARD

The old town of Newtown, now known as the Second Ward, contains an area of 14,084 acres, or 22 square miles, which is exactly the same area as Manhattan Island. It includes such residential communities as

Blissville	Forest Hills	Maspeth
Corona	Glendale	Middle Village
Elmhurst	Jackson Heights	Ridgewood
Evergreen	Laurel Hill	Woodside
		Winfield

GARDEN APARTMENTS, JACKSON HEIGHTS

The northern portion, served by the Corona "L", the North Shore Division of the Long Island Railroad, and the trolley lines of the New York & Queens County Railway Company (all of which make direct connections with midtown Manhattan), extends from Long Island City eastward to Flushing Bay and Flushing Creek.

The central portion, served by the Main Line of the Long Island Railroad and the Manhattan & Queens trolley line on Queens Boulevard, extends from Elmhurst southward through Forest Hills to Jamaica.

The western portion, adjoining Brooklyn, is served by the elevated extensions and trolleys from that borough, the Montauk Division of the Long Island Railroad, and, to some extent, by the trolleys of the New York & Queens County Railway.

The furthermost point in the Second Ward is no further distant from Herald Square than 191st Street in Manhattan, 176th Street in the Bronx, or the Bay Ridge section of Brooklyn. The entire area is sparsely settled and contains thousands of acres as yet untouched, but admirably adapted for the erection of homes.

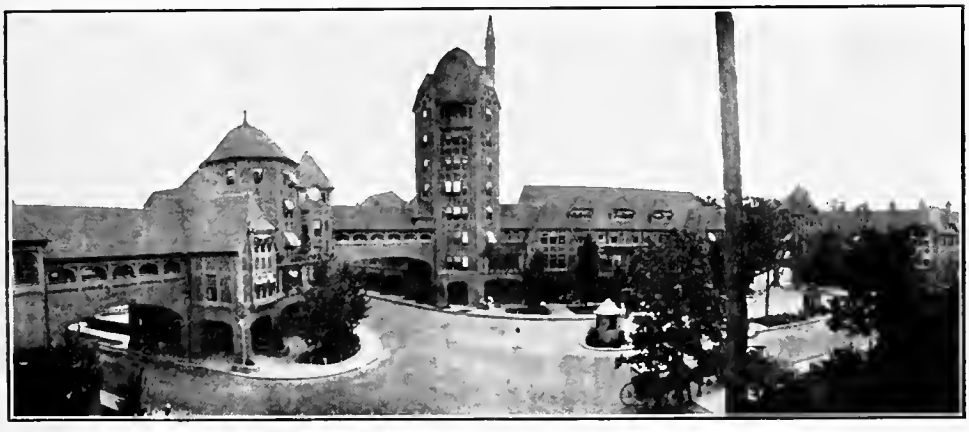
At Jackson Heights, Elmhurst, large modern apartments are now being erected, as well as attractive single family dwellings. In the Woodside, Elmhurst and Corona sections hundreds of houses of the two family type, tenements and small cottages, suitable for the thrifty industrial workers are under construction.

Jackson Heights, an apartment development of 350 acres of the Queensboro Corporation, is one of the brightest spots during the past five years in the real estate horizon of Queens Borough. The progress made in the construction of Garden Apartment houses during that period is but a small start of what will be completed during the next five to ten years. Labor difficulties alone held back, during the past year, the construction of many additional apartment buildings, which would have relieved to a large extent the present housing shortage.

Forest Hills is a high class suburban residential community, including the 500 acre development of the Sage Foundation Homes Company, known as "Forest Hills Gardens" on the west side of the Long Island Railroad tracks; and the 500 acre development of attractive detached dwellings of the Cord Meyer Development Company on the east side of the Long Island Railroad and adjoining Queens Boulevard, where hundreds of beautiful homes have been erected during the past ten years for the executives of the industrial and financial institutions of Queens Borough and for the executives whose offices are located in Manhattan.

Ridgewood and Evergreen, adjoining the Brooklyn boundary line, are the most populous portions of the Borough, being built up with multiple family dwellings. A large proportion of those who live in these sections work in Brooklyn. Several thousand 4, 6 and 8-family apartments have been built here during the past ten years.

Maspeth, Laurel Hill and Blissville, adjacent to Newtown Creek, contain many large manufacturing establishments which require the construction of moderate priced homes to house the employees.



At Forest Hills is the West Side Tennis Club where the National Tennis Tournaments have been held each year; also, the unusually attractive Forest Hills Inn adjacent to the railroad station.

THIRD WARD

Bounded by Flushing Bay and the East River on the north, Nassau County on the east, Jamaica on the south, and Flushing Creek on the west; this section, with its area of 30 square miles, is almost as large as the Borough of the Bronx, and no further distant from the business center of Manhattan.

It includes many attractive residential communities among which are

Auburndale	College Point	Little Neck
Bayside	Douglaston	Malba
Beechhurst	Flushing	Murray Hill
Broadway-Flushing	Kissena Park	Whitestone

Flushing is one of the oldest communities in the United States. There are standing today buildings erected 250 years ago. It is noted for its broad, well-paved streets lined with majestic shade trees. Many beautiful residences, some of which are of great historical interest, front upon the older streets. It is an important social and commercial center. It contains a number of important manufacturing establishments, the latest being the Remington Typewriter Company.

Kissena Park, adjoining the municipal park of that name containing 90 acres of woodland and lake, has been built up with hundreds of attractive frame and stucco homes.

College Point, next to Long Island City, is the most important industrial center in Queens Borough, including more than 20 factories, the oldest of which is the American Hard Rubber Company, established in 1854. A large proportion of the population is employed locally in these manufacturing plants. While it is well built up with detached dwellings, there is need for the construction of additional homes to house the growing population. It is served by the Whitestone Branch of the Long Island Railroad and by the New York & Queens County trolley line.

Malba, a restricted residential tract, fronts on Powell Cove, an identation of the East River where it broadens into Long Island Sound. It has its own golf course, bathing beach and yacht pier. Many distinctive homes at moderate cost are being erected here.

Whitestone, also located on the East River, includes Beechhurst, a residential development located on a high plateau overlooking Long Island Sound.

Between Flushing and Bayside are Murray Hill, Bowne Park, Broadway-Flushing, and Auburndale, all of which are rapidly being developed with attractive detached homes. At Broadway-Flushing 225 detached dwellings are now being erected on the property of the Rickert-Brown Company.

Douglaston on Little Neck Bay, includes Douglaston Park and Douglas Manor, both of which are high class residential developments, the latter upon a peninsula jutting into the Bay.

Little Neck Hills, another residential tract, located on the crest of a high hill adjoining Nassau County is being built up with moderate priced single family dwellings.

MALBA ON LONG ISLAND SOUND

Type of Homes Under Construction in Second, Third and Fourth Wards

FOURTH WARD

Bounded by Brooklyn on the west, Nassau County on the east, Jamaica Bay on the south and for a distance of two miles on the north by a deeply wooded municipal park; this Ward contains 38 square miles, or an area nearly twice as large as the Borough of Manhattan.

The Fourth Ward was originally the old township of Jamaica, which was settled in 1656. It includes the following communities:—

Aqueduct	Howard Beach	Queens
Brooklyn Manor	Hillside	Rosedale
Bellaire	Jamaica	Richmond Hill
Broad Channel	Kew Gadens	St. Albans
Clarenceville	Laurelton	Springfield
Dunton	Morris Park	South Ozone Park
Hollis	Ozone Park	Union Course
		Woodhaven

Due to the concentration at Jamaica of practically all of the Long Island Railroad lines of traffic, this section has become one of the most important commercial, financial, and residential communities of Queens Borough.

The residential development of the entire Fourth Ward has been due largely to the excellent transportation facilities which connect it with Brooklyn. The Atlantic Avenue Division of the Long Island Railroad, on which both express and local trains operate, enables the residents to transfer conveniently to the subway trains of both the Interborough and B. R. T. in Brooklyn and reach the business centers of Manhattan in less than half an hour.

The extension of the B. R. T. elevated system for a distance of four miles on Jamaica Avenue, and for a distance of two miles on Liberty Avenue, has given the majority of residents of this great residential territory rapid transit service for a single fare to the business centers of both Brooklyn and Manhattan.

Jamaica Avenue, extending from the Brooklyn Line at Cypress Hills to the former village of Jamaica, is lined throughout its entire length with stores and tenements. Directly to the north is the highland—the backbone of Long Island—upon which are many beautiful residential developments.

Woodhaven has been built up during the past ten years with thousands of small moderate priced detached dwellings.

Richmond Hill, just east of Woodhaven, is one of the most attractive residential communities in the Borough.

Kew Gardens, to the north of Richmond Hill and adjoining Forest Hills, has been artistically laid out, and from its hills one commands a view of Jamaica Bay and the Atlantic Ocean on the south, while on the north can be seen Flushing Bay, Long Island Sound and the tall buildings of Manhattan. This tract of 350 acres is being developed with high class detached homes.

Jamaica, although one of the earliest settlements in the United States, includes many new residential developments, among which are Jamaica-Hillcrest, comprising 200 acres just north of Hillside Avenue on the crest of the hills overlooking the town, and, further to the east, the beautiful residential tract known as Jamaica Estates, comprising 500 acres laid out in a deeply wooded tract.

Hollis, Bellaire Park, Holliswood and Queens Village lie between Jamaica and the Nassau County line, and are all attractive residential communities in which are hundreds of detached frame and stucco dwellings. The erection of 500 additional houses in Queens Village is now under way.

STREET SCENE, RICHMOND HILL.

South of the Atlantic Avenue Division of the Long Island Railroad is that immense territory extending to Jamaica Bay, which includes Ozone Park, South Richmond Hill, Morris Park, Howard Beach, Springfield, St. Albans, and Laurelton.

The operation of the Liberty Avenue "L" through this section has resulted in the construction of row after row and block after block of moderate priced homes which are sold to eager tenants even before the foundations are completed.

Howard Beach is a unique residential development fronting as it does on Jamaica Bay and on Shellbank Basin—a channel 300 feet wide with a depth of 30 feet—extending inshore for a distance of a mile. Hundreds of bungalows, the homes of all year round residents, have been erected in this ideal residential tract during the past ten years.

Laurelton, situated three miles south of Jamaica, is less than 14 miles from Pennsylvania Station. It comprises about 5,000 building lots, more than half of which have already been improved with sidewalks, curbing, water, gas and electricity, parked streets, beautiful trees and shrubbery. The type of homes now being built are single family dwellings of moderate cost. Plans have been prepared for the erection of a 200 room apartment hotel.

Jamaica Park South, a residential development of 300 acres, is rapidly being built up with attractive detached homes of moderate cost.

FIFTH WARD

The Fifth Ward comprehends the Rockaway Peninsula, which extends from Far Rockaway (the eastern limit of New York City) westward along a sandy point nearly 10 miles long and approximately half a mile wide, separating Jamaica Bay from the Atlantic Ocean.

On this peninsula are many seaside developments including Arverne, Belle Harbor, Edgemere, Far Rockaway, Holland, Hammels, Rockaway Beach and Seaside, all of which have been attractively laid out and have all of the conveniences of the city in the way of street improvements and public service.

The Rockaway Peninsula is not only the great summer resort and playground of New York City, but has become an all year residential section for hundreds who work in the business sections of the city. All of the built-up section is only 30 to 40 minutes from the business districts in Manhattan via the electric trains of the Long Island Railroad. From 50 to 75 trains are run each way week days, and twice that number on Sundays during the summer months.

In 1785 Tack-a-Pou-Sha, chief of the Rockaway tribe of Indians, and his sachems deeded what was known as Rockaway Neck to John Palmer, a New York merchant. At that time it was a stretch of waste beach and sand dunes, but today the sand dunes have been converted into stucco and mortar, and a veritable City-by-the-Sea has grown up, stretching from Belle Harbor on the west to

Nassau County on the east. With its boardwalk on the ocean, its broad macadamed streets, magnificient hotels and handsome residences and public parks, there is no more attractive section in New York City for either summer homes or all-year-round residences.

Seaside, Holland and Hammels are filled with amusement resorts of many kinds, and their hotels and bathing pavilions cater to a floating population that reaches over 100,000 on a summer day. The hotels are filled every season. Arverne, Edgemere and Far Rockaway have not only many modern large hotels but thousands of private dwellings, cottages and boarding houses to accommodate the vast throng of dwellers. Far Rockaway has a large permanent population and many fine business blocks.

SOUTH STREET, FAR ROCKAWAY

HOMES FOR ALL

With such a variety of homes from which to choose, it would be strange indeed if any one failed to find an appropriate and convenient spot in which to locate a home in Queens Borough according to their desires.

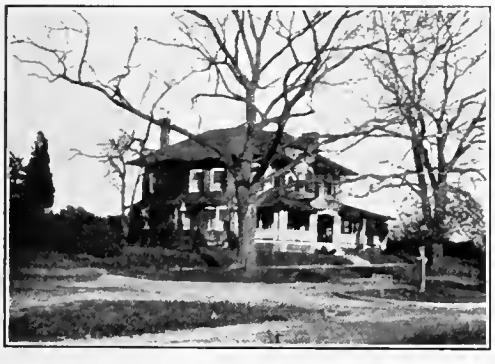
Homes are available not only for factory workers, but for men in every walk of life,—homes for the salaried man and the man in moderate circumstances, as well as the fine estates and dwellings of the wealthy. Queens possesses unsurpassed attractions for all—for the man who wishes his little garden patch, where his desire for farming can be gratified, or for homes in modern apartment buildings.

Thousands of These Bungalows Have Been Built at Rockaway Beach

Queens has been designated as the "Home Borough of New York City" for it is estimated that over 50% of its homes are owned by the occupants.

While Queens is essentially a borough of small homes, the cost of land being relatively cheap when compared with prices in Manhattan, Brooklyn and the Bronx, and while ten years ago the presence of apartment houses was hardly known, yet today hundreds of apartments, ranging from 4 to 10 rooms, can be found in all sections of the Borough.

An interesting feature of the realty development of Queens has been the progress in certain areas of restricted property of the construction of single family dwellings ranging in cost from $10,000 to $50,000 each. The occupants, who are usually the owners, have come mainly from Manhattan, desiring the privacy of a home in a detached dwelling, and are able to secure better accommodations for the same expenditure of money, or equal accommodations for less money.



Homes at Laurelton

BUILDING DEVELOPEMENT

It is only by comparing the building record of Queens Borough for 1919 with that of other cities in the United States that one can realize the full significance of the wonderful development now taking place within its borders.

Plans were filed during 1919 for new buildings, and additions to existing buildings, estimated to cost $50,000,000. Only three cities in the United States outside of New York City—Chicago, Philadephia and Detroit—exceeded Queens Borough in this respect for the past year.

CITY	PLANS	ESTIMATED VALUE
Chicago	6590	$105,080,000
Detroit	21473	82,995,000
Philadelphia	14142	63,627,000
Queens Borough	8910	46,022,000

This record was as great as that of the ten largest cities in the State of New Jersey—Jersey City, Newark, Atlantic City, Bayonne, Camden, Passaic, Paterson, Elizabeth, Trenton and Hoboken.

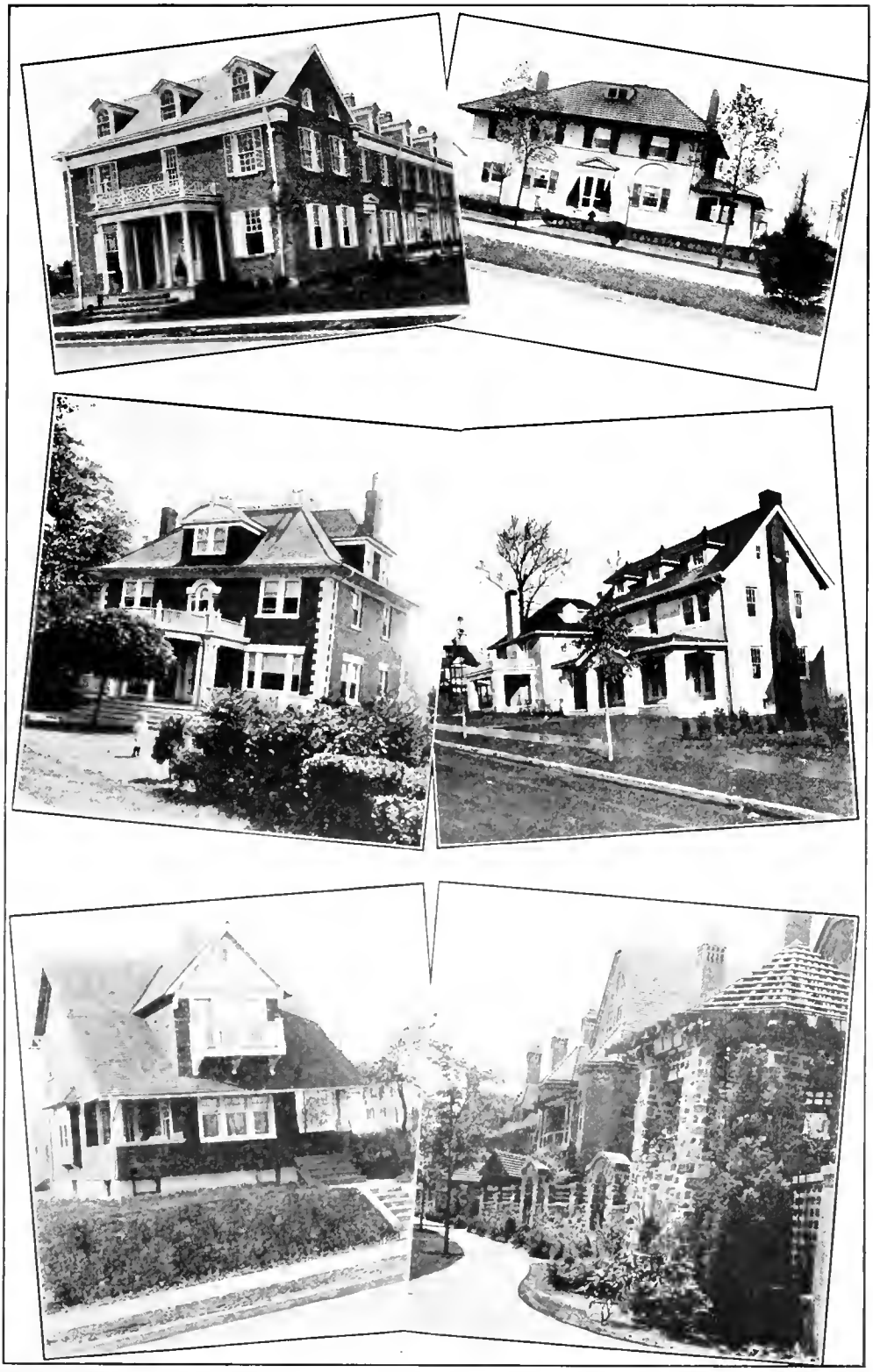
The following tables show the total number of new buildings for which plans have been filed in Queens Borough since its consolidation as a part of New York; and also the number, classification and value of the plans filed for 1919. Neither table includes the cost of alterations to existing buildings which would add to these totals several millions of dollars. In 1919, alone, plans were filed for 3,699 alterations estimated to cost $3,500,000.

1898—1919 *Inclusive*

Year	*Number*	*Value*
1898	772	$2,538,216
1899	1,011	3,341,260
1900	947	2,920,901
1901	1,450	4,710,492
1902	1,231	5,150,079
1903	1,321	4,829,029
1904	1,923	8,863,774
1905	3,251	12,827,060
1906	4,070	17,003,216
1907	3,929	15,994,259
1908	3,806	13,842,300
1909	4,758	16,407,921
1910	4,133	15,144,377
1911	5,374	22,212,358
1912	4,821	19,624,222
1913	4,646	17,521,235
1914	4,596	18,098,290
1915	5,756	20,316,302
1916	5,331	20,009,382
*1917	3,611	11,635,253
*1918	2,222	6,768,138
1919	8,910	46,022,607
TOTAL	69,049	$262,719,853

*Decrease due to the World War.

Number	1919 *Classification*	*Estimated Cost*
5209	Frame Dwellings	$10,987,479
551	Brick Dwellings	3,774,480
48	Frame stores and Dwellings	270,050
62	Brick Stores and Dwellings	408,200
2	Frame Tenements	10,000
36	Brick Dwellings	2,739,500
7	Brick Stores and Tenements	137,000
10	Theatres	1,010,200
108	Factories	12,060,900
9	Churches	184,000
3	Schools	458,000
1	Hotel	500,000
41	Storage Warehouses	1,151,600
17	Office Buildings	353,900
2235	Garages	2,796,977
99	Stables	6,750
553	Other Frame Structure	174,551
8910		$46,022,687



Why Queens is called the "Borough of Homes." Type of Homes in Jamaica, Flushing, Douglaston, Kew Gardens, Forest Hills and other Sections of Queens Borough.

While the value of new buildings constructed for 1919 was more than twice as great as the largest previous year, which was in 1911, when $22,212,258 in new buildings were erected; the comparison to be a fair one should include the increased cost of building construction in 1919 as compared with 1911. Nevertheless it is eloquent testimony from the home builders, manufacturers and investors as to their faith in Queens Borough when such an amount is spent in one year in the face of the high cost of building.

The following table, compiled from data prepared each year by the Long Island Railroad, gives an estimate of the number of buildings constructed in the various sections of Queens Borough for the past ten years. These figures are simply the number of buildings, irrespective of their character, size or value:—

	1909-1914	1915	1916	1917	1918	1919	Total 1909-1919
Arverne	414	95	119	86	53	317	1084
Auburndale	6	6	—	5	—	10	27
Bayside	560	74	37	12	2	33	718
Broad Channel	—	58	44	42	—	—	144
Broadway-Flushing & Murray Hill	288	45	86	23	6	57	505
Bushwick Junction, Maspeth & Middle Village	1259	377	15	—	—	—	1651
College Point	554	73	113	60	20	30	850
Corona	2095	134	100	100	8	73	2600
Douglaston	177	18	48	2	—	34	279
Dunton	483	55	55	31	15	17	662
Edgemere	185	37	34	19	80	815	1160
Elmhurst	912	332	132	208	228	402	2214
Far Rockaway	429	42	34	9	14	8	536
Flushing	1573	265	186	232	4	40	2300
Forest Hills	456	88	102	58	3	58	765
Fresh Pond	—	—	—	4	9	68	81
Hollis	365	44	160	10	21	101	701
Howard Beach	47	29	50	31	—	48	205
Jamaica	3247	410	450	300	44	530	5081
Kew Gardens	192	41	50	28	25	66	402
Laurelton (Rosedale)	50	11	3	11	6	29	113
Laurel Hill	45	6	9	12	—	—	72
Little Neck	57	22	19	10	3	25	136
Long Island City	2290	504	313	212	269	200	3788
Malba	60	9	9	6	—	39	123
Morris Park	702	190	170	85	34	65	1246
Queens—Bellaire	279	53	52	24	40	281	729
Richmond Hill	1935	530	216	162	30	175	3048
Ridgewood and Glendale	679	630	532	97	9	—	1947
Rockaway Beach	2461	326	451	425	1	267	3931
St. Albans	89	14	19	10	8	34	174
Springfield	266	38	40	50	—	75	469
Whitestone	370	38	49	22	—	91	570
Winfield	551	27	18	14	5	18	633
Woodhaven (Sect.)	2189	476	455	391	55	830	4396
Woodside	86	19	23	19	2	2	151

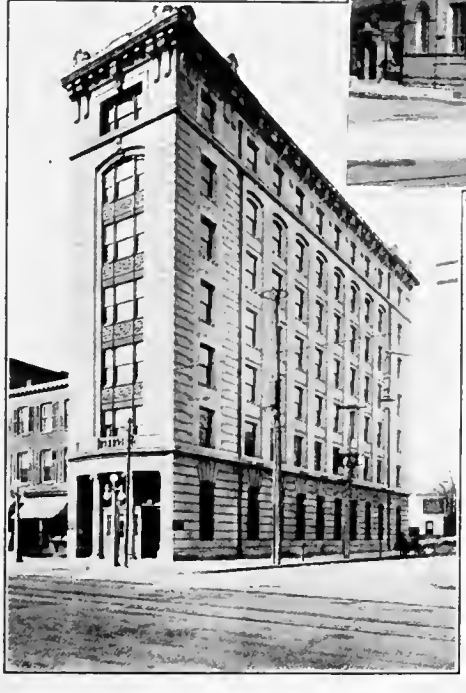
BANKS

COMMUNITIES may be measured by various standards; by production, by consumption and by conservation of capital. A comparison is given herewith of the increase during a seven-year period, 1913-1920, in the resources and deposits of the banking institutions which serve the business and residential interests of Queens Borough.

The most important recent development in the banking facilities of the Borough has been the recognition on the part of the large financial institutions, whose main offices are downtown Manhattan, of the business opportunities which exist in New York's fastest growing borough.

Although both the Corn Exchange Bank and the Title Guarantee and Trust Company maintained several branches in Queens for many years past, three recent mergers have been effected which will still further increase the banking facilities of the borough. The Queens County Trust Company has been merged with the American Trust Company; The Bank of Long Island has been merged with one of New York's oldest financial institutions—The Bank of the Manhattan Company; and the Irving Trust Company, which maintains a branch in Long Island City, has become a part of the New York National Irving Bank.

The Bank of the Manhattan Co., Jamaica.



The American Trust Co., Jamaica

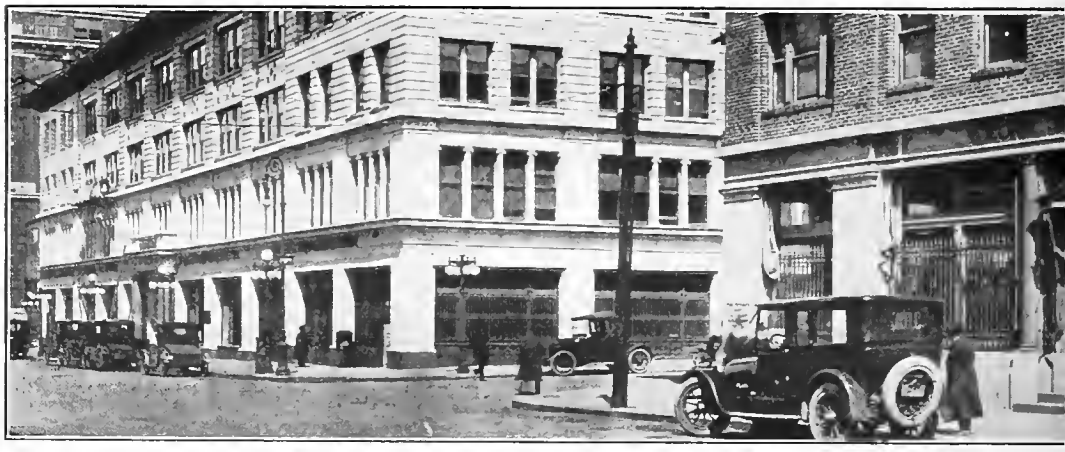
There are today, thirty-six banking offices in Queens Borough. Of this number four are savings banks, four trust company banks, nine national banks and nineteen state banks. All of the savings banks, eight of the national banks and one state bank are distinctly Queens Borough financial institutions. This leaves twenty-three banks which are branches of trust companies, state banks and nationals banks whose main offices are in the heart of the financial district of Manhattan.

The Bank of the Manhattan Company recently acquired a large plot at Fulton and Union Hall Streets, Jamaica, where a handsome new main office will be erected. The Long Island City Savings Bank has just completed the construction of one of the finest bank buildings in the borough, and the Title Guarantee and Trust Company is now erecting a new bank and office building at Bridge Plaza, Long Island City.

The growth of the financial institutions serving Queens is perhaps the best index of the growth of the borough, not only in population and industry, but in commerce and building development; in fact, in every phase of business prosperity.

SAVINGS BANKS

	Resources		*Deposits*	
	1920	1913	1920	1913
Long Island City Savings	$15,160,000	$7,104,000	$13,459,000	$6,603,000
Jamaica Savings	9,127,000	5,264,000	8,403,000	4,960,000
Queens County Savings (Flushing)	6,365,000	3,536,000	5,892,000	3,251,000
College Point Savings	2,756,000	1,601,000	2,519,000	1,453,000



The Bridge Plaza—The financial center of Long Island City. Here are the New York National Irving Bank, The American Trust Company and the Corn Exchange Bank (Plaza Branch).

STATE BANKS

		Resources		Deposits	
		1920	1913	1920	1913
(a)	Bank of the Manhattan Co.	$253,350,900	$8,611,000	$200,200,700	$7,274,000
(b)	Corn Exchange Bank	211,670,000	82,021,000	184,767,000	73,087,000
	Hillside (Richmond Hill)..	1,900,000	627,100	1,800,000	490,500

TRUST COMPANIES

(c)	American Trust Co.	$12,285,000	$2,877,000	$10,817,000	$1,969,600
(d)	Title Guarantee & Trust Co.	56,175,000	45,636,000	35,380,000	28,160,000

NATIONAL BANKS

(e)	N. Y. National Irving Bank.	$82,000,000	$17,367,000	$75,741,000	$14,971,000
	Bayside National	1,270,000	296,300	1,300,000	234,700
	Flushing National	1,299,000	422,400	602,000	202,600
	Jamaica, First National.....	3,380,000	986,400	3,190,000	809,200
	Ozone Park, First National..	1,935,000	685,400	1,764,000	555,700
	Whitestone, First National..	689,000	282,800	418,000	186,900
	Far Rockaway National.....	1,979,000	848,000	1,783,000	741,800
	Ridgewood National	6,235,700	1,225,100	4,539,400	971,000
(f)	First Nat'l of Richmond Hill	1,924,000	———	1,733,000	———

(a) 1913 figures are those of the former Bank of Long Island. Main office in Queens Borough is at Jamaica. Other branches are maintained at

Long Island City	Ridgewood	Flushing
Corona	Fresh Pond Road	Far Rockaway
Elmhurst	Richmond Hill	Rockaway Beach
College Point	Woodhaven	Seaside

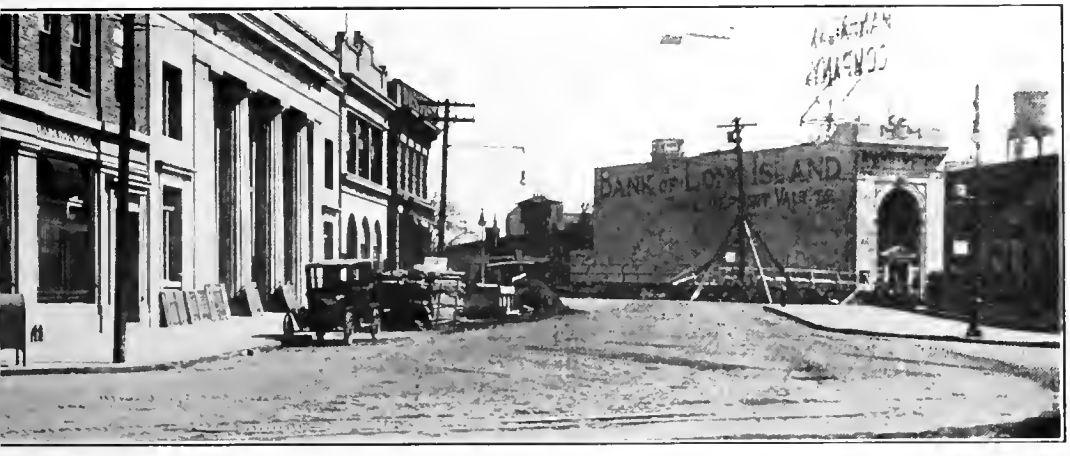
(b) Four branches in Long Island City and one in Flushing.

(c) 1913 figures are those of former Queens County Trust Company. Branches in Jamaica and Long Island City.

(d) Branches are located in Long Island City and Jamaica.

(e) 1913 figures are those of the former Broadway Trust Company, which later became the Irving Trust Company and now the New York National Irving Bank.

(f) Incorporated April 1920.



Photograph taken April 1920 shows new Long Island City Savings Bank Building, the First Mortgage Guarantee Company new building, the Title Guarantee and Trust Co. building upon which construction work had just started, and Long Island City branch of The Bank of the Manhattan Company.

LIGHT, HEAT AND POWER

The development of a modern community is dependent upon an adequate supply of electricity and gas for power, heating and lighting purposes. It is an advantage from an industrial standpoint to be able to obtain reliable electric power from a central station source of supply for the operation of machinery and for the lighting of factories and homes. Gas for heating and power purposes, as well as lighting, is economical and dependable.

ELECTRIC COMPANIES

The New York and Queens Electric Light and Power Company, whose main offices are on the Bridge Plaza, Long Island City, serves the First, Second, Third and Fourth Wards of the Borough; while the Queensboro Gas and Electric Company, whose offices are in Far Rockaway, serves the Fifth. The total output of these two companies increased from 15,000,000 kilowatt hours in 1911 to 66,000,000 kilowatt hours in 1919.

The New York and Queens Electric Light and Power Company was formed in 1900 by the consolidation of the various companies operating in the former towns in Queens County prior to its becoming part of Greater New York.

The Queensboro Gas and Electric Company was formed in 1902 and serves not only the Rockaway Peninsula (Fifth Ward), but also a part of Nassau County.

Electricity supplied by a central station requires no investments for engines, generators and auxiliaries and for the floor space which they occupy. It does away with the cost of fuel, labor supply, fire regulations and increased taxes and insurance. It is reliable, safe, clean, efficient and economical. Electricty is supplied to all parts of Queens Borough at rates which compare favorably with those of any city on the Atlantic coast generating power by steam. The system of the New York and Queens Electric Light and Power Company is inter-connected with the electric power systems located in Manhattan and Brooklyn, thus insuring against break-downs. Exceptional facilities are offered to manufacturers and residents for power and light. Detailed rates may be obtained upon application to the Companies.

GAS COMPANIES

Illuminating gas for lighting, heating and industrial uses is supplied to residents and manufacturers of the Borough by several different companies. The total production of gas manufactured in the Borough increased from 6,000,000 M. cubic feet in 1911 to 30,000,000 M. cubic feet in 1919.

The immense plant of the Astoria Light, Heat and Power Company, covering an area of 350 acres, is located in the extreme northwest section of Long Island City. All of its output is sold to he Consolidated Gas Company of New York which supplies the Boroughs of Manhattan and the Bronx. This plant is said to be the largest of its kind in the world and represents an outlay of more than $100,000,000.

The entire nine units of which the plant will ultimately be composed will have a capacity of 250,000,000 cubic feet daily. It is now producing 50,000,000 cubic feet daily, and, with the new unit which is now under construction, will produce 80,000,000 cubic feet per day within a short time.

The First Ward (Long Island City) is supplied by the East River Gas Company, a subsidiary of the New Amsterdam Company; the former being the distributing company, and the latter the manufacturing company, which in addition to supplying Long Island City, supplies a large amount to Manhattan. Its plant is located on Vernon Avenue and East River at the foot of Webster Avenue.

The Newtown Gas Company, which serves the Second Ward, and the Woodhaven Gas Light Company, the Richmond Hill Gas Light Company and the Jamaica Gas Light Company, which serve the Fourth Ward, are all subsidiaries of the Brooklyn Union Gas Company.

The Third Ward is served by the New York and Queens Gas Company a subsidiary of the Consolidated Gas Company of New York.

The Fifth Ward is served by the Queens Borough Gas and Electric Company which manufactures both gas and electricity.

TELEPHONES

In 1910, 47,750 messages were sent daily from 9,613 telephones in Queens Borough, as compared with 92,167 messages from 24,203 telephones in 1915, and 186,125 messages sent daily from 40,834 telephones in 1920. In other words, in 1920 the total number of calls will approximate 68,000,000 (136 per capita) as compared with 17,000,000 calls in 1910 (60 per capita). This is an increase of 300% and affords a striking picture of the rapid growth of the Borough in the past decade as indicated by the development of its telephone system.

To serve the telephone users of Queens, the New York Telephone Company now maintains in the borough five Commercial Offices and twelve Central Offices. The commercial offices are located in Long Island City, Jamaica, Flushing, Far Rockaway and Richmond Hill. The central offices are Astoria, Bayside, Far Rockaway, Flushing, Forest Hills, Hammels, Hollis, Hunters Point, Jamaica, Newtown, Richmond Hill and Springfield.

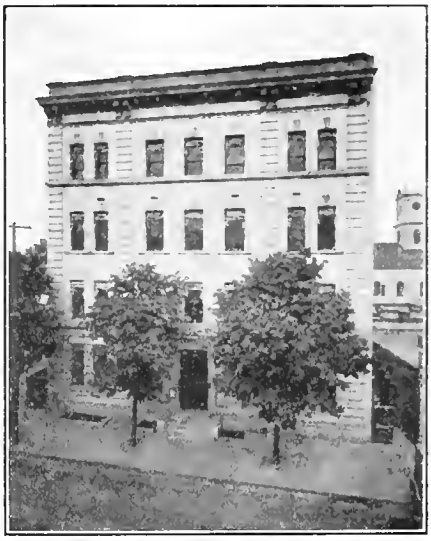
At the present time the Telephone Company is carrying out a large program of expansion in Queens Borough, which calls for the immediate expenditure of several millions of dollars. In the past five years the Telephone Company has spent three and a half millions of dollars to extend and improve its plant in Queens, and expects to spend over five million dollars in the next five years for further extensions to care for the business, residence and manufacturing developments of the Borough.

This program involves the construction of new cable and pole lines and large additions to the Astoria, Richmond Hill, Far Rockaway and Hammels Central Office Buildings and the enlargement of the switchboards in the Astoria, New-

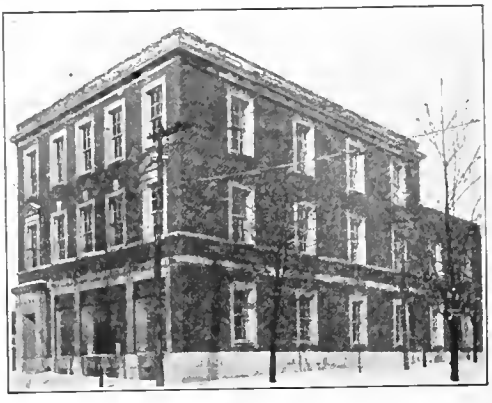
town, Jamaica, Richmond Hill, Hammels, Flushing, Bayside and Far Rockaway Central Offices. This work is designed to build up the telephone system in Queens to meet all demands for service during the next few years.

As it is generaly known, when the United States entered the World War, the Government ruled that the commercial telephone business was a non-essential industry. Under that ruling there was no telephone construction for two years except for meeting the needs of the government and war industries. In the same period the Telephone Company's reserve supply of spare facilities which enabled it in normal years to meet all demands for service promptly, was used up. When the Armistice was signed there began a tremendous boom in business accompanied by a record-breaking demand for telephone service. The Telephone Company had not sufficient spare facilities available for meeting this demand and although it accomplished a great deal during 1919 in furnishing the needed new facilities it by no means met the demand in full.

The Company's 1920 program outlined above tells its own story of the Company's efforts to regain the ground lost during the war. It is sparing neither money nor effort to expand its facilities and working organization, so that it can restore the telephone service in Queens Borough to its former high standards.



JAMAICA EXCHANGE AND COMMERCIAL OFFICE.



NEWTOWN EXCHANGE JUST COMPLETED AT ELMHURST.

GOVERNMENT

THE chief executive of the Borough of Queens is the Borough President. The Presidents of the Boroughs are elected every four years at the same time as the Mayor, Comptroller, and the President of the Board of Aldermen, and the present term expires December 31st, 1921. The Presidents of the Boroughs are also members of the Board of Estimate, which controls the finances of the city. The President of the Borough presides over all local boards, which are empowered to initiate such improvements as grading and paving streets and constructing sewers, subject to the approval of the Board of Estimate if they involve an assessment. All petitions for local improvements should be addressed to the President of the Borough for presentation to the local board having jurisdiction. The President of the Borough has cognizance and control of all matters relating to the improvement and repair of public buildings within the Borough except schools, hospitals, fire and police stations. He is empowered to exercise the supervision vested in the city over the construction of new buildings, except such powers as are directly vested in the Tenement House Department. The Borough President may appoint a Commissioner of Public Works, whose duty it is to discharge all the administrative powers of the President relating to streets, sewers, public buildings and schools. In addition to other powers, the President of the Borough of Queens has jurisdiction over the cleaning of streets, the removal of ashes and garbage, and the preparation of the topographical map.

Borough Government

Office	*Name*	*Address*
President	Maurice E. Connolly	Long Island City
Secretary	Joseph Flanagan	"
Private Secretary	Hugh Hall	"
Commissioner of Public Works	F. X. Sullivan	"
Asst. Commissioner of Public Works	W. A. Shipley	"
Consulting Engineer	Clifford B. Moore	"
Supt. of Buildings	J. W. Moore	"
" " *Sewers*	J. R. Higgins	"
" " *Street Cleaning*	Daniel Entholdt	"
" " *Public Buildings*	Joseph Sullivan	"
Eng. Topographical Bureau	C. U. Powell	"
Supt. of Highways	John J. Kindred	"

County Government

Office	*Name*	*Address*
County Judge	Burt Jay Humphrey	Long Island City
Sheriff	William N. George	"
District Attorney	Denis O'Leary	"
Commissioner of Jurors	T. C. McKennee	"
County Clerk	Edward W. Cox	Jamaica
Surrogate	Daniel Noble	"
Public Administrator	Randolph White	"
Coroners	Dr. H. W. Neail	"
	Dr. W. H. Nammack	Far Rockaway

CITY OF NEW YORK MUNICIPAL GOVERNMENT

Board of Estimate and Apportionment

Mayor	*Name*	*Address*
Mayor	J. F. Hylan	City Hall, New York, N. Y.
Comptroller	Charles L. Craig	Municipal Bldg. "
President Board of Aldermen.	Fiorello H. La Guardia	City Hall "
" *Boro. of Manhattan.*	Henry H. Curran	Municipal Bldg. "
" " *Bronx*	H. Bruckner	3rd Ave., 177th St., Bronx
" " *Brooklyn*	Edw. Riegelman	Borough Hall, Brooklyn
" " *Queens*	Maurice E. Connolly	" " L. I. City
" " *Richmond*	C. D. Van Name	New Brighton, S. I.

City Departments	*Commissioner*	
Plant & Structures	Grover A. Whalen	Municipal Bldg., New York
Docks & Ferries	Murray Hulbert	Pier A, North River "
Parks (Queens)	A. C. Benninger	Forest Pk., Richm'd Hill, L. I.
Health	Dr. R. S. Copeland	Centre & Walker Sts., N. Y.
Chorities	B. S. Coler	Municipal Bldg., New York
Licenses	J. F. Gilchrist	57 Center St. "
Tax & Assessments	J. A. Cantor	Municipal Bldg., "
Water Supply, Gas & Electricity	N. J. Hayes	Municipal Bldg., "
Deputy Commissioner (Queens)	James Butler	Municipal Bldg., L. I. City
Fire Commissioner	T. J. Drennan	Municipal Bldg., New York
Police	Richard Enright	240 Centre St., "
Tenement House	Frank Mann	Municipal Bldg., "
Corporation Counsel	Wm. P. Burr	Municipal Bldg., "

LEGISLATIVE DEPARTMENT

The legislative power of the city is vested in the Board of Aldermen, the members of which are elected every two years, and the President of the Board, and the Presidents of the five Boroughs. The following are the Aldermen from the Borough of Queens:

Newtown District

District	*Name*	*Address*
Sixtieth	Samuel J. Burden	Long Island City
Sixty-first	T. A. Alwell	Glendale
Sixty-second	F. J. Schmitz	College Point
Jamaica District		
Sixty-third	C. A. Post	Flushing
Sixty-fourth	W. B. Hazelwood	Richmond Hill

NEW YORK STATE LEGISLATURE

Senate

The County of Queens constitutes the Second and Third Senate District for the State of New York.

District	*Name*	*Address*
Second	J. L. Karle	Ridgewood
Third	P. J. McGarry	Long Island City

Assembly

Assembly District	*Name*	*Address*
First	P. A. Leininger	Long Island City
Second	B. Schwab	Ridgewood
Fourth	E. J. Neary	Corona
Third	N. M. Pette	Jamaica
Fifth	R. Halpern	Richmond Hill
Sixth	H. Baum	Union Course

FEDERAL GOVERNMENT

House of Representatives

First	F. C. Hicks	Port Washington
Second	C. P. Caldwell	Forest Hills

United States Senate:— William E. Calder James W. Wadsworth

QUEENS--A BOROUGH OF VAST RESOURCES

By Maurice E. Connolly

President of the Borough of Queens

There is no more interesting example of community development than that presented by the changes wrought in the Borough of Queens in the last ten years. If any one were to picture in his mind the borough as it was at the end of the last decade and compare it with the borough as it is today, it would seem as though Aladdin with his wonderful lamp had transformed it.

Ten years ago the Borough of Queens consisted of a collection of villages more or less disconnected. It was joined to Manhattan by ferries that ran intermittently. The Queensboro Bridge had just been opened as a toll bridge, but no trolleys were operating on it and traffic was very small indeed. Many of the streets in the borough were almost impassable with prolonged disrepair. Rapid transit was not even anticipated. Our population was only 280,000. The industrial products of the Borough were worth but $150,000,000 per year. The total value of the real estate of the borough as shown upon the tax books was $293,235,905. The borough had no comprehensive sewer system. It had only a few local sewers in Long Island City, Flushing, Jamaica and other villages. Garbage was disposed of by most primitive and unsanitary methods. Street were uncared for, unsightly and dirty. The city map, which is the plan and basis upon which all public improvements are based, was but 24 per cent complete.

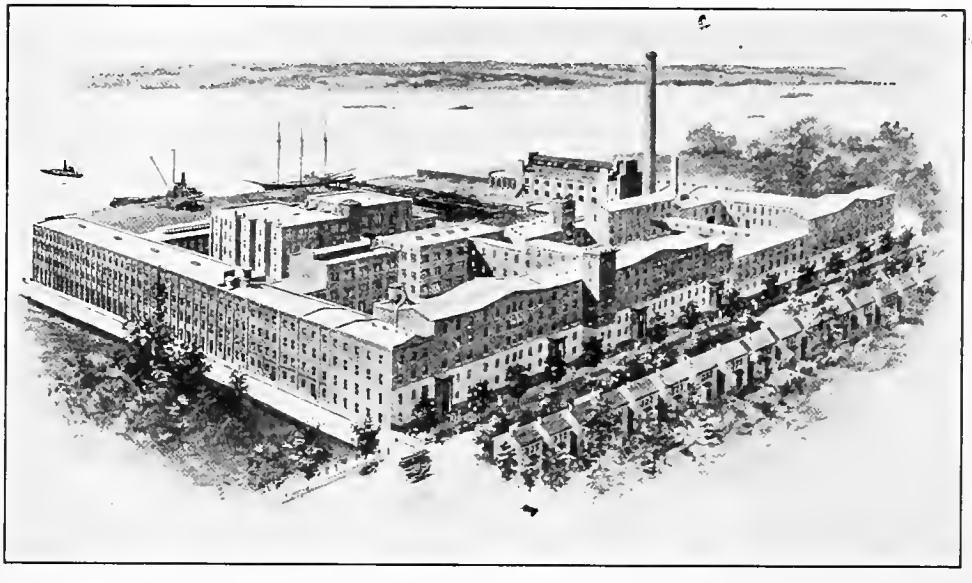
There was no unity of purpose, each independent community shifted for itself, and the undeveloped areas between were cared for by no one.

And what of today! The arms to two systems of rapid transit have been constructed with routes in the borough. Direct transit connection with Manhattan has at last been accomplished, and for the first time in its history Queens can be reached from Manhattan and the Bronx for a single fare. The elevated transit systems of Brooklyn have been extended well into the borough, and the trolley lines have been greatly improved. Many of the important arterial highways were paved for the first time since consolidation, this pavement work being paid for by the city at large. The borough now houses more than 1500 factories with products worth $248,000,000 per year. There has been a great inrush of people looking for homes. Practically every house in the borough is tenanted, and great numbers of buildings are in course of construction, despite the high prices of materials, in an attempt to house those who are clamoring to come here. No more striking proof of the confidence of large capital in the future of this borough can be offered than the substantial character of the improvement recently constructed by the Pennsylvania Railroad and the New York Connecting Railroad.

During the last ten years the Borough of Queens has laid, repaved and resurfaced 146 miles of streets. In all, it has constructed approximately $10,-200,000 worth of public improvements. There has been prepared and adopted

final maps for 22,800 acres. Building operations have increased tremendously. The Zoning Law has been established, so that there is now no haphazard building. The intensive development of Manhattan being precluded, the natural outlet for the overflow of building development is into Queens. The house refuse and street cleaning wastes are disposed of in a scientific manner, in the most modern of model disposal plants. These plants are so located as to create the minimum disadvantage to the communities they serve, great care having been exercised in the selection of their sites. Mosquito breeding meadows have been reclaimed into broad acres, which will soon be covered with model factories. Some of the finest residential suburbs in the world are located in the borough. The Queens-Boulevard and the Jamaica Bay Boulevard projects are in such a condition that they can be physcially improved at any time, the only reason why the construction has been delayed being the unsettled conditions resulting from the war.

During the past ten years the borough has grown beyond the expectations of most of us and during the next ten years wonderful growth is almost certain to be experienced, when some of our plans begin to bear fruit. Large capital and industries have, by their reception, been given confidence in the manner in which the public improvements are being carried out and important work is in progress. It is a matter of common knowledge that, due to its natural advantages, its close proximity to the business and pleasure centres of Manhattan, its healthful and attractive environment, the topographic and geographic formation, Queens must ultimately be the greatest of the five boroughs. It contains, complete in itself, residences for the laborers, mechanics and owners; and factories to supply work for all. There are freight and water terminal facilities, and every natural advantage that a commercial city should possess. The growth of the borough is progressing upon sound, natural and stable lines. We have emerged from the war and are marching on into the greatest prosperity which this borough has ever known.



AMERICAN HARD RUBBER CO., COLLEGE POINT. ESTABLISHED 1854.

MORTGAGES

More than $200,000,000 was invested in mortgages on Queens Borough improved and unimproved property during the past ten years. The title companies have been the most active lenders, although the savings banks and building and loan associations have put out large sums. These loans are made to investors who acknowledge the firm basis upon which loans are made in Queens and the value of the Borough real estate. The figures given in this article indicate that real estate in Queens Borough is upon a satisfactory basis. Viewed from the standpoint of a real estate developer and investor, and those who are promoting the advancement of Queens Borough, it is a more than satisfactory situation.

	Realty Mortgages	*Trust Mortgages*
Year ending July 1st, 1912	$25,493,973	$ 13,534,750
" " " ", 1913	23,768,190	309,168,592
" " " ", 1914	18,870,003	45,068,457
" " " ", 1915	19,371,757	52,287,042
" " Dec. 31st, 1916	21,519,811	30,519,811
" " " ", 1917	16,326,260	272,300
" " " ", 1918	10,052,067	796,799
Jan. 1st to Aug. 1st, 1919	10,980,054	704,600

AREA

The Borough of Queens is not only the largest of the five boroughs of New York City, but is larger than every city in the United States except Los Angeles, New Orleans, Chicago and Philadelphia. It has exactly the same area as the County of London, England, in which there is a population of 4,500,000.

Queens Borough contains 117.36 square miles, or 75,111 acres, and represents 37.4% of the total area of New York City. It is more than five times as large as Manhattan, nearly three times as large as the Bronx, and is almost as large as Brooklyn and Richmond combined.

	Area		
	In Acres	*In Square Miles*	*Per Cent of Total*
Queens	75,111	117.36	37.4
Brooklyn	49,680	77.62	24.7
Richmond	36,600	57.19	18.2
Manhattan	14,038	21.93	6.8
The Bronx	26,017	40.65	12.9
Total	201,446	314.75	100.0

Area of Queens Borough by Wards

Ward	*Acres*			*Square Miles*
	Upland	*Under Water*	*Total*	
First	4,740.6	....	4,740.6	7.41
Second	13,968.7	116.0	14,084.7	22.01
Third	19,355.2	149.0	19,504.2	30.47
Fourth	25,189.2	5,610.8	30,800.0	38.12
Fifth	3,920.7	2,060.7	5,981.4	9.35
Totals	67,174.4	7,936.5	75,110.9	117.36

Included in Queens Borough are 1186 acres (2 square miles) of municipal parks; 1960 acres (3 square miles) of cemeteries; and 7936 (12½ square miles)

of land under water; leaving a balance of 100 square miles available for residential and industrial development. The fact that not only one-half of this area is within 10 miles of the business center of New York, and that more of Queens Borough is within that distance than any other borough is shown by the following table:

	Square Miles			
From Grand Central Terminal	*Queens*	*Brooklyn*	*Bronx*	*Manhattan*
1 Mile Circle	—	—	—	2.63
2 " "	1.22	0.42	—	7.85
3 " "	4.12	2.10	—	12.18
4 " "	8.46	5.45	—	15.01
5 " "	14.09	10.41	0.70	16.81
6 " "	20.29	16.46	2.89	17.75
7 " "	26.16	22.75	6.65	18.51
8 " "	33.68	31.62	11.26	19.30
9 " "	43.13	41.39	16.70	20.16
10 " "	53.91	50.41	24.13	20.20

POPULATION

Not more than twelve cities in the United States exceed Queens Borough in population, for it has a population in 1920 of approximately 500,000. It jumped from 25th place in 1900 to 19th place in 1910, and it is expected that it will exceed every other city except New York, Philadelphia and Chicago by 1930, when, without doubt, it will have a population of 1,000,000, as a result of the great influx of homeseekers, due to the great industrial development and the operation of its many new rapid transit lines.

Although the United States Census figures for 1920 were not available when this publication was printed, the following tabulation gives an estimate of the population in the various communities included in Queens Borough.

	Est. Population		*Est. Population*
Community	1920	*Community*	1920
Long Island City	90,000	Richmond Hill	50,000
Ridgewood	70,000	Jamaica	40,000
Corona	40,000	Woodhaven	30,000
Elmhurst	18,000	Ozone Park	16,000
Woodside-Winfield	13,000	Queens	4,500
Forest Hills	3,000	Hollis	4,000
Flushing	35,000	Springfield-St. Albans	3,000
College Point	16,000	Laurelton	3,000
Whitestone	7,000	Seaside	7,900
Bayside	7,000	Far Rockaway	25,000
Douglaston	1,400	Hammels	15,000
Little Neck	1,200		

WATER SUPPLY

A large proportion of Queens Borough (particular the First and Third Wards) is supplied by the famous Catskill Water System, insuring the very finest water for drinking purposes as well as manufacturing uses. One big main has a capacity of 40,000,000 gallons per day.

Among the private water companies which furnish various sections of the Borough are:—

(a) Citizen's Water Supply Company, Second Ward;

(b) Jamaica Water Supply Company and Woodhaven Supply Company, Fourth Ward;

(c) Queens County Water Company which supplies the Fifth Ward.

ASSESSED VALUATION AND TAX RATE

The amazing growth of the Borough of Queens since it became a part of New York City is shown by the following tables which set forth the increase in the assessed valuation of land and improvements.

The increase in the total assessed valuation from $103,752,000 in 1899 to $636,409,000 in 1920 or a total increase of $532,657,000 in 21 years (an average per year of $25,370,000), is the result of the hundreds of new industrial establishments and the thousands of new homes which have been constructed in the borough during that time. The total assessed valuation has almost doubled since 1910, and is today greater than that of Brooklyn when that borough became a part of New York City.

Year	*Total Real Estate Assessment*	*Value of Improvements*	*Tax Rate Per $100*
1899	$ 103,752,000	No	$ 3.27
1900	104,427,772	Separate	2.34
1901	107,179,020	Value	2.35
1902	108,850,704	Given	2.31
1903	123,781,723		1.47
1904	131,370,723	$ 45,147,250	1.57
1905	140,404,690	50,113,225	1.55
1906	159,446,205	65,144,845	1.55
1907	217,668,775	73,354,150	1.53
1908	296,458,080	88,111,404	1.66
1909	308,112,605	96,557,660	1.72
1910	334,563,060	107,770,243	1.81
1911	446,560,352	131,208,635	1.73
1912	456,750,530	140,794,500	1.84
1913	477,792,836	156,026,337	1.85
1914	488,686,756	166,008,357	1.80
1915	509,515,078	180,899,338	1.95
1916	530,304,614	198,002,225	2.06
1917	560,865,007	262,163,130	2.09
1918	501,500,075	279,616,500	2.41
1919	604,827,476	202,240,666	2.37
1920	636,409,159	317,182,340	2.54

ASSESSED VALUATIONS BY WARDS

	1910	1920	*Increase*
Ward 1	$ 73,492,875	$139,570,550	$ 66,077,675
Ward 2	70,671,120	156,170,525	85,499,405
Ward 3	50,850,550	78,637,570	27,787,020
Ward 4	85,836,085	141,768,020	55,931,035
Ward 5	27,099,030	53,547,910	26,448,880
Real Estate	$307,950,560	$569,694,575	$261,744,015
Real Estate of Corporations	11,695,500	37,577,450	25,881,850
Special Franchises	14,917,800	29,137,134	14,219,334
Total	$334,563,960	$636,409,159	$301,845,199

ASSESSED VALUATION—NEW YORK CITY

Borough	1899	1920	*Increase*	*Per Cent Inc.*
Queens	$ 103,751,600	$ 636,409,159	$ 532,657,559	513
Bronx	123,702,030	753,308,264	629,606,234	509
Brooklyn	606,822,267	1,937,811,205	1,327,088,938	219
Richmond	40,265,464	111,821,102	71,555,728	177
Manhattan	2,054,903,875	5,186,771,887	3,131,868,012	153
New York City	$2,032,445,464	$8,626,121,707	$5,693,676,243	194

CHAMBER OF COMMERCE OF THE BOROUGH OF QUEENS

CITY OF NEW YORK

(Incorporated April, 1911.)

"To Promote the General Welfare of the Borough of Queens, City of New York, and to Foster Its Commerce."

EXECUTIVE OFFICES

Bridge Plaza, Long Island City, New York City.
Telephone, Astoria 2500.

The officers and directors of the Chamber for the year 1920-21 are:—

President,	H. Pushae Williams,	Flushing
Vice-President,	James E. Clonin,	Long Island City
Vice-President,	George H. Willcockson,	Elmhurst
Treasurer,	P. A. Rowley,	Jamaica
Secretary,	Walter I. Willis,	Flushing

SENIOR COUNCIL

William H. Williams,	President	1911-13
Robert W. Higbie,	"	1913-15
Charles G. M. Thomas,	"	1915-17
George J. Ryan,	"	1917-19

Term Expires 1921	Term Expires 1922	Term Expires 1923
Theodore Steinway	John H. Penchoen	John Adikes
George C. Dickel	Edward Roche	John M. Demarest
Ray Palmer	Edward A. MacDougall	Stuard Hirschman
Michael J. Degnon	Charles G. Meyer	Henry J. Mullen
John F. Galvin	John W. Rapp	Morris L. Willets

EXECUTIVE STAFF

Secretary	Walter I. Willis
Mgr. Traffic & Industrial Bureaus	P. W. Moore
Ass't Secretary	John J. Sonderman
Ass't Secretary	Percival Mullikin
Ass't Secretary	E. R. Hudson

A Luncheon Club Adjoins the Chamber Offices and Club Room.

Club Room—For Meetings and Private Conferences, Adjoins the Executive Offices.

WHY ARE 650 BUSINESS MEN AND PUBLIC SPIRITED CITIZENS OF QUEENS BOROUGH MEMBERS OF THE CHAMBER OF COMMERCE

REASON 1—*The Traffic Bureau*

This Bureau is organized to render to members a service of information and advice regarding rates, routes, classifications, claims and any problems which may arise in connection with the shipment of goods. It is constantly operating to protect the Borough of Queens from undue discrimination in transportation matters and to safeguard the interests of Queens Borough business men in all matters relative to the general adjustment of rates. Monthly meetings of the "Traffic Club" are held for the discussion and solution of mutual shipping problems.

REASON 2—*The Industrial Bureau*

Clears all industrial information concerning Queens; renders service to established manufacturers and to those seeking a location for their plants in this vicinity. The Industrial Manager cooperates with real estate owners and brokers to make such a space available. The Bureau maintains on record all of the industrial plants in Queens Borough.

The "Personnel Managers' Club," which holds monthly meetings, at which problems of employment, housing, welfare, sanitation, "turnover," and other labor questions are discussed by the individuals responsible for such work in the factories of Queens.

REASON 3—The Chamber is only representative organization of the Borough of Queens including in its membership men from every section of the Borough, who are interested in the industrial, financial, commercial, residential, and general development of Queens Borough.

REASON 4—The Chamber promotes your prosperity by advancing the business interests of Queens Borough.

REASON 5—It protects members from unjust exactions.

REASON 6—It promotes business friendship and thereby lessens, removes, or prevents friction and misunderstanding between business men.

REASON 7—It broadens business men's views on government and business.

REASON 8—Secures important improvements. City, state and national officials recognize organized business men and when the Chamber recommends improvements to transit facilities, waterfront, highways and other important matters, its recommendations are received favorably and given thorough consideration.

REASON 9—*Queensborough Magazine*

Publishes each month the Queensborough Magazine which reports the rapid growth of the Borough, which at the present time has no counterpart anywhere else in New York City.

REASON 10—*Committees*

A dozen standing committees are working constantly for the interests of Queens' business men and dealing with transit, waterway development, manufacturing, borough planning, highways, legislation, arbitration, schools, parks, sewers, water and housing. In addition there are many Special Committees working on specific problems.

NINTH ANNUAL DINNER OF THE CHAMBER.

Held in the Grand Ball Room of the Hotel Commodore, January 17th, 1920. More than 600 members and guests were present.

MEMBERSHIP (April 22, 1920)

Name	Address	Business	Elected
James H. Abraham	N. Y. City	Vice-Pres. Mayer & Loewenstein	Oct. 8, 1915
*H. L. Adams	W. Ft. Lee, N. J.	Selznick Pictures Corp	Oct. 20, 1919
J. A. Adamson	N. Y. City	District Engineer, Lockwood, Greene & Co. (Architects, Engineers and Constructors)	Feb. 3, 1919
John Adikes	Jamaica	Flour and Feed Merchant	Charter
*Frederick H. Adler	L. I. City	Auditor, Manhattan & Queens Traction Co.	June 16, 1916
*O. G. Alexander	Jamaica	Asst. Cashier, Bank of the Manhattan Co.	Dec. 15, 1916
E. D. Anderson	L. I. City	Pres. E. D. Anderson, Inc.	Feb. 28, 1918
Bob Andrews	L. I. City	American Lead Co.	Apr. 22, 1920
Charles Lee Andrews	Flushing	DeCoppet & Doremus (Member N. Y. Stock Exchange)	Feb. 16, 1912
Wallace V. Andrie	Brooklyn	Knickerbocker Ice Co.	Feb. 28, 1918
Victor Anthenill	L. I. City	Millwright and Engineer	Apr. 22, 1920
*Harold H. Anthony	L. I. City	Clonin & Messenger	Mar. 8, 1917
Edward D. Appleton	L. I. City	Vice-Pres., J. F. Tapley Co.	June 16, 1916
Walter D. Appleyard	L. I. City	Treas., New York Consolidated Card Co.	Mar. 8, 1917
James C. Archer	Jamaica	Real Estate Auctioneer	June 18, 1918
F. E. Armstrong	Richmond Hill	Coal and Wood	June 18, 1918
B. L. Atwater	Brooklyn	Vice-Pres., Wm. Wrigley, Jr., Co.	Dec. 6, 1918
George Atwell	L. I. City	Pres., Northeastern Supply Co. (Lumber)	Nov. 20, 1917
Martin Bach	Brooklyn	Pres., Quezal Art Glass & Decorating Co.	June 18, 1918
F. Eugene Backus	Forest Hills	Coal and Wood	May 12, 1919
Isaac Baer	L. I. City	Weisberg-Baer Co.	Apr. 6, 1917
*Otto Bahls	L. I. City	Vice-Pres. Transport Service, Inc.	Sept. 27, 1918
*George F. Bahntge	L. I. City	Mgr., L. I. City Branch, American Trust Co.	Mar. 15, 1920
Dr. Joseph Bainton	N. Y. City	Board of Trustees, St. John's Hospital	Apr. 4, 1919
John M. Baker	L. I. City	Architect	Feb. 20, 1920
*Herbert W. Ballantine	L. I. City	Neptune Meter Co. (Director and Publicity Manager)	June 24, 1919
*J. Herbert Ballantine	L. I. City	Pres., Neptune Meter Co.	Jan. 26, 1917
*John H. Ballantine	L. I. City	Vice-Pres., Neptune Meter Co.	Jan. 26, 1917
Walter F. Ballinger	N. Y. City	Ballinger & Perrot (Architects, Engineers and Constructors)	May 12 1916
Joseph Banker	L. I. City	Art Ornament Co.	Mar. 15, 1920
*W. E. Barber	N. Y. City	Red Star Towing & Transportation Co.	May 12, 1919
Alfred M. Barrett	N. Y. City	Deputy Public Service Commissioner	Aug. 25, 1919
John T. Barry	L. I. City	Pres., D. D. Williamson & Co.	Sept. 13, 1917
*Charles A. Barton	L. I. City	Genl. Sales Mgr., N. Y. & Queens Elec. Light & Power Co.	June 16, 1916
*Thomas F. Baumann	L. I. City	Treas., Transport Service, Inc.	Nov. 25, 1919
W. A. Baumert	College Point	Manufacturer of Cheese	Apr. 13, 1914
Ambrose F. Becker	N. Y. City	Laurelton Sales Co. Inc. (Real Estate)	Jan. 12, 1920
*Philip L. Becker	L. I. City	Mgr., American Chicle Co.	Apr. 10, 1916
Henry L. Bell	Bayside	Bayside Supply Co. (Lumber, Coal, etc.)	Oct. 8, 1915
August Bellon	Rockaway Beach	Pres., August Bellon, Inc. (Structural and Ornamental Iron)	July 25, 1918
Hal Benedict	College Point	Hal Benedict Studios (Motion Pictures)	Feb. 20, 1920
Alfonso Bertoni	L. I. City	Genl. Mgr., DeNobili Cigar Co.	Nov. 25, 1919
*E. T. Bedford	L. I. City	Pres. Repetti, Inc. (Candy)	Apr. 22, 1920
Charles R. Bettes	Far Rockaway	Chief Engr., Queens County Water Co.	Mar. 9, 1913
Arthur S. Beves	N. Y. City	Receiver, American Blau-Gas Corp. (Gas, Blau-Gas and Dri-Gas)	Aug. 25, 1919
Louis Bingmann	Glendale	Steeplejack and Rigger	Apr. 22, 1920
Leon Birck	Flushing	Real Estate and Building	June 16, 1915
C. H. Birdsall	L. I. City	Pres., Johnson Coin Counting Machine Co.	Jan. 12, 1920
*Arni Bjornson	Flushing	Mgr., Bank of the Manhattan Co. (Flushing Branch)	July 25, 1918
James P. Black	L. I. City	Supt. Burns Bros. (Coal)	July 19 1917
S. Blickman	N. Y. City	Metal Goods	Dec. 6, 1918
*William D. Bloodgood	N. Y. City	Pres., Wm. D. Bloodgood & Co., Inc. (Real Estate)	Oct. 25, 1912
Samuel J. Bloomingdale	N. Y. City	Pres. Bloomingdale Bros., Inc. (Dept. Store)	Feb. 16, 1912
E. L. Blun	College Point	Manhattan Silk Co.	Aug. 25, 1919
William J. Boardman	Jamaica	Chairman Board of Directors, First National Bank of Jamaica	Apr. 4, 1919
Carl Bomeisler	L. I. City	Imperial Metal Mfg. Corp. (Metal Specialties)	July 19, 1917
Paul Bosse	L. I. City	Pres., Premier Metal Etching Co.	Feb. 28, 1918
John Bossert	Brooklyn	Pres. Louis Bossert & Sons, Inc. (Lumber)	Apr. 9, 1918
J. B. Bouck, Jr.	L. I. City	Treas., Pratt & Lambert (Varnishes and Enamels)	Oct. 20, 1919
F. G. Bradford	Flushing	Manager, Gaumont Motion Pictures Co.	Feb. 16, 1916
A. J. Bradley	L. I. City	A. J. Bradley Mfg. Co. (Stencil Papers and Ink)	Sept. 13, 1917
Peter J. Brady	N. Y. City	Supervisor, Board of City Record	Apr. 4, 1919
Edward H. Bragg	N. Y. City	Vice-Pres., Egleston Bros. & Co., Inc. (Iron and Steel Merchants)	June 24, 1919
*Philip B. Brewster	L. I. City	Treas., Brewster & Co. (Automobiles)	Dec. 6, 1918
*William Brewster	L. I. City	Pres., Brewster & Co. (Automobiles)	Charter
Stephen Briggs	L. I. City	Pres., Stephen Briggs, Inc. (Barrels)	July 25, 1918
Arthur W. Brockway	Brooklyn	Secy.-Treas., Brockway-Fitzhugh-Stewart Inc., (Labels and Fibre Shippers' Containers)	June 24, 1919
Robert T. Brooks	L. I. City	Vice-Pres., Geo. A. Just Co. (Structural Iron and Steel)	Feb. 3, 1919
*Eugene L. Brown	N. Y. City	Rickert-Brown Realty Co.	Nov. 25, 1919
Frank G. Burke	N. Y. City	Manhattan Soap Co.	Dec. 15, 1916
D. Calandra	L. I. City	Vice-Pres. Atlantic Macaroni Co.	Feb. 16, 1916
Charles E. Callahan	L. I. City	Mgr., Plaza Business School	Dec. 6, 1918
Henry L. Calman	N. Y. City	Emil Calman & Co. (Paint and Varnish)	Oct. 25, 1912
Antonio Cantore	L. I. City	Real Estate	Apr. 22, 1920

Plural Memberships

Name	Address	Business	Elected
Abbott L. Carpenter	L. I. City	F. L. Bradbury Co. (Doughnuts and Crullers)	June 18, 1918
*L. H. Carragan	N. Y. City	Sales Mgr., General Carbonic Co	Nov. 25, 1919
Henry A. Cassebeer	L. I. City		Charter
*Theodore Cassebeer	L. I. City	Steinway & Sons (Pianos)	Charter
George W. Cassidy	L. I. City	Cassidy Co., Inc. (Lighting Fixtures)	Apr. 6, 1917
E. W. Caswell	L. I. City	Supt., Rolls-Royce Service Sta	Mar. 15, 1920
William B. Cating	Maspeth	Prop., Cating Rope Works	Feb. 20, 1920
E. Oliver Champ	Malba	Real Estate	Apr. 10, 1916
H. Chandler	L. I. City	E. S. Partridge, Inc. (Automobiles)	Jan. 12, 1920
Miles S. Charlock	N. Y. City	Pres., Century Audit Corp	May 12, 1916
Charles A. Christman	L. I. City	Lumber Merchant	Jan. 12, 1920
C. A. Christoffers	N. Y. City	Rex Paint Corporation	Aug. 25, 1919
W. W. Clark	L. I. City	Tiffin Products, Inc. (Confectionery)	Aug. 25, 1919
Audley Clarke	Brooklyn	Audley Clarke Co. (Building Material)	Feb. 3, 1919
John Clarke	N. Y. City	Pres., John Clarke & Co., Inc. (Brokers in Spices)	Jan. 14, 1918
William E. Clarke	L. I. City	Clarke Stamp Pad Co	Apr. 22, 1920
Edward J. Clarry	L. I. City	Clarry Lumber Co., Inc	June 24, 1919
John Clochessy	Rockaway Beach	Paper Bags and Folding Boxes	May 21, 1918
*James E. Clonin	L. I. City	Clonin & Messenger (Brick, Lime and Cement)	Apr. 12, 1912
W. E. Code, Jr	L. I. City	Pres., Hunterspoint Lumber & Supply Co	Aug. 16, 1916
William C. Cole	L. I. City	Jas. A. Stevenson Co. (General Trucking)	Nov. 25, 1919
Bernard P. Colen	L. I. City	Sec'y, Emerson Phonograph Co., Inc	Apr. 22, 1920
William Collins	N. Y. City	Walter Kidde & Co. (Engineers and Contractors)	Apr. 22, 1920
Frederick H. Cone	N. Y. City	Vice-Pres., Andrew Cone Advertising Co	Oct. 5, 1916
Thomas I. Conerty	Far Rockaway	Conerty-Sullivan Coal Co	Jan. 4, 1918
R. T. Conley	L. I. City	Eastern Mgr., Pittsburgh Plate Glass Co	May 12, 1919
*Andrew J. Connell	College Point	Vice-Pres., Empire Art Metal Co	Aug. 16, 1916
C. C. Cooper	Brooklyn	Pres., Greenpoint Fire Brick Co	July 25, 1918
C. W. Copp	Flushing	Real Estate	Feb. 9, 1914
D. Corin	Brooklyn	Anchor Cap & Closure Corp	Feb. 20, 1920
W. R. Couch	Brooklyn	Pres., C-H Motors Corp	Feb. 20, 1920
Joseph N. Courtade, Jr	N. Y. City	Joseph N. Courtade & Sons (Piano Cases)	Aug. 25, 1919
Charles E. Covert	Jamaica	Vice-Pres., U. S. Title Guaranty Co	Feb. 16, 1912
*Morton R. Cross	N. Y. City	Pres., Cross & Brown (Real Estate)	June 19, 1913
Thomas W. Cullen	N. Y. City	Deputy Tax Commissioner	Mar. 8, 1917
Christopher Cunningham	Brooklyn	Pres., Christopher Cunningham & Co. (Boilers)	Oct. 8, 1915
W. J. Cunningham	L. I. City	Brass Foundry	Apr. 22, 1920
Wm. H. Dahman	Woodhaven	Supt., Lalance & Grosjean Mfg. Co	Sept. 8, 1911
Arnold H. Dale	L. I. City	Pres., Queensborough Brass & Bronze Foundry, Inc.	Feb. 20, 1920
Richard F. Dalton	L. I. City	Treas., N. Y. Architectural Terra Cotta Co	Apr. 9, 1913
Thomas Daly	Corona	Builder	Jan. 26, 1917
Albert Dasburg	L. I. City	Pres., Plaza Tire & Rubber Co., Inc	Mar. 15, 1920
J. Sherlock Davis	Brooklyn	Pres., Cross, Austin & Ireland Lumber Co	Jan. 4, 1918
R. H. Davis	N. Y. City	Real Estate	Oct. 7, 1914
Max Davidson	L. I. City	Treas., Goldberg & Davidson Co	Mar. 15, 1920
Joseph P. Day	N. Y. City	Real Estate Auctioneer	Sept. 8, 1911
Daniel Lacy Dayton	Bayside	Real Estate	Nov. 25, 1919
*Harry L. Dayton	L. I. City	First Mortgage Guarantee Co	Oct. 20, 1919
J. Wilson Dayton	Bayside	Real Estate	Feb. 20, 1920
John J. Deery	L. I. City	Pres., John J. Deery Co. Inc	Jan. 4, 1918
Richard A. Deeves	N. Y. City	John H. Deeves & Bro. (Builders)	Feb. 20, 1920
*Michael J. Degnon	N. Y. City	Pres., Degnon Realty & Terminal Impvmt. Co.)	Sept. 8, 1911
Frank Dehn	Elmhurst	Pres., Elmhurst Ice Co., Inc	Apr. 22, 1920
John M. Demarest	Forest Hills	Vice-Pres., Sage Foundation Homes Co. (Real Estate)	Dec. 8, 1911
P. E. Demarest	L. I. City	Principal, Bryant High School	Apr. 6, 1917
Leopold Demuth	Richmond Hill	Pres., William Demuth & Co. (Tobacco Pipes)	Apr. 9, 1915
*Frank Devlin	L. I. City	Sec'y.-Treas., Oakes Mfg. Co. (Drugs, Chemicals and Dyes)	Sept. 13, 1917
George C. Dickel	Woodhaven	Pres., Dickel Construction Co	June 19 1913
*Alexander Dienst	L. I. City	National Sugar Refining Co	Sept. 27, 1918
Henry M. Dietz	L. I. City	Real Estate and Insurance	Oct. 20, 1919
*John A. Dilliard	Brooklyn	Engineer, Louis Gold, Inc. (Builder and Real Estate)	Oct. 20, 1919
*William F. Dobbins	N. Y. City	4th Vice-Pres., Metropolitan Life Ins. Co	Nov. 25, 1919
*Chas. Nelson Dodge	N. Y. City	Traffic Mgr., National Sugar Refining Co. of New Jersey	Aug. 25, 1919
H. Doggweiler	N. Y. City	Sec'y, J. A. Migel, Inc. (Silk)	Oct. 20, 1919
*John I. Doherty	N. Y. City	Sec'y, Degnon Realty & Terminal Improvement Co.	June 18, 1918
W. H. Dohrmann	Brooklyn	Pres., Atlantic Hygienic Ice Co	Feb. 3, 1919
James A. Donald	L. I. City	Lumber Merchant	May 31, 1917
Edward Donner	L. I. City	Donner House Wrecking Co., Inc. (Second-Hand Lumber Merchants)	Aug. 25, 1919
William F. Donovan	Brooklyn	Vice-Pres., Flushing Bay Improvement Co	Oct. 11, 1915
A. H. Doolittle	L. I. City	Claudel Carburetor Co	Feb. 20, 1920
J. H. Doolittle	N. Y. City	Real Estate Developer	Apr. 13, 1914
Edw. J. Dotterweich	Buffalo	Manufacturer Concrete Machinery	May 9, 1918
*H. W. Drake	Brooklyn	Com'l Manager, N. Y. Telephone Co., L. I. Division)	Dec. 19 1913
John Drew	Elmhurst	Branch Supt., Model Brassiere Co	Feb. 20, 1920
Henry Duchardt	N. Y. City	Real Estate	Nov. 25, 1919
Stephen J. Duffy	Brooklyn	Treas., J. P. Duffy Co. (Building Material)	June 24 1919
W. B. Dukeshire	Maspeth	Sec'y-Treas. Dukeshire Steel & Forge Co	July 25, 1918
A. M. Duncan	L. I. City	Sec'y, Cole-Duncan Boiler Works	Oct. 20, 1919
*B. Waller Duncan	L. I. City	General Mgr., Manhattan & Queens Traction Corp.	Dec. 6, 1918

Plural Memberships

Name	Address	Business	Elected
*Fred S. Dunn	L. I. City	Asst. Treas., Queensboro Corporation	Aug. 16, 1916
Frank Dunnel, Jr	Elmhurst	Automobile and Tractor Merchant	Mar. 15, 1920
T. Coleman DuPont	N. Y. City	Manufacturer	June 24, 1919
Eugene W. Durkee	Elmhurst	E. R. Durkee & Co. (Spices and Food Products)	Apr. 6, 1917
H. Gordon Duval	L. I. City	Pres., Duvalian Products Corp. (Leather Goods)	Feb. 20, 1920
Charles P. Early	L. I. City	Treas., A. Recknagel, Inc (Hardware)	Mar. 15, 1920
*Lee J. Eastman	N. Y. City	Pres., Packard Motor Car Co. of N. Y.	Nov. 25, 1919
Henry F. Ecks	L. I. City	Domestic Soap Mfg. Co.	Apr. 4, 1919
Adolph J. Egelhof	N. Y. City	Vice-Pres., Wills-Egelhof Co., Inc. (Builders)	Apr. 4, 1919
*Theodore W. Egly	L. I. City	Asst. Mgr., New York National Irving Bank	Apr. 22, 1920
Samuel Eichen	N. Y. City	Shore Acres Realty Co.	Sept. 8, 1911
A. D. Eldert	Jamaica	Pres., John R.Carpenter & Co. (Lumber)	July 25, 1916
Byron E. Eldred	Flushing	Pres., Commercial Research Co. (Metal Etching, Welding, Chemical Products)	Aug. 16, 1916
Lewis A. Eldridge	N. Y. City	Sec'y-Treas., N. Y. & East River Ferry Co.	Feb. 28, 1918
Joseph Elias	L. I. City	Joseph Elias & Co. (Glass)	June 16, 1915
*Jesse F. Ellsworth	L. I. City	Mgr., Corn Exchange Bank (Astoria Branch)	Dec. 20, 1912
A. Ephraem	College Point	L. I. Manufacturing Co. (Hats)	Oct. 20, 1919
Oscar Erlandsen	Jamaica	Pres., Metropolis Engineering Co. (Engineers and Surveyors)	Nov. 10, 1915
Leander B. Faber	Jamaica	Justice, Supreme Court of New York	Dec. 8, 1911
Walter S. Faddis	N. Y. City	Vice-Pres., Cauldwell Wingate Co. (Builders)	Oct. 8, 1915
Thomas E. Fagans	Elmhurst	Mgr., Elmhurst Coal Co.	Feb. 20, 1920
Archie Fahnestock	L. I. City	Mgr.,Fahnestock Electric Co.	Nov. 25, 1919
Michel Feldine	L. I. City	Pres., Lauraine Magneto Co.	Aug. 25, 1919
J. U. Ferris	College Point	Asst. Treas., Beacon Falls Rubber Shoe Co.	June 18, 1918
*Benjamin J. Field	L. I. City	Pres., Howell Field & Goddard, Inc. (Metal Doors and Fireproofing)	June 16, 1915
*Raymond Charles Finch	Flushing	Chief Engineer, Hunter Illuminated Car Sign Co.	Sept. 27, 1918
Joseph Fischel	L. I. City	Comfort Sandal Mfg. Co.	May 9, 1918
John C. Fisher	L. I. City	John C. Fisher Mfg. Co. (Metal Specialties)	July 25, 1918
Edward W. Fitzpatrick	L. I. City	Contractor	Apr. 4, 1919
Lewis W. Flaunlacher	N. Y. City	Vice-Pres., M. & L. Hess Inc (Real Estate)	Jan. 12, 1916
A. H. Flint	College Point	Vice-Pres., L. W. F. Engineering Co. (Aircraft and Accessories)	May 21, 1917
James W. Florida	L. I. City	Gen'l Service Mgr., Packard Motor Car Co. of N. Y.	Jan. 12, 1920
Thomas J. Foster	L. I. City	Chm. Board of Directors, National Bridge Works (Structural Steel and Iron)	June 10, 1914
Clifford S. Fox	L. I. City	Supt. of Distribution, East River Gas Co.	Apr. 9, 1913
William Fox	N. Y. City	Pres., Fox Film Corporation	June 16, 1916
James Frank	N. Y. City	Attorney Real Estate	Feb. 9, 1914
Charles W. Frazier	L. I. City	Pres., Brett Lithographing Co.	Oct. 8, 1915
*George H. Frew	N. Y. City	Mgr., Corn Exchange Bank (55th St. Branch)	Apr. 6, 1915
William J. Friedrick	L. I. City	Asst. Treas., Old Reliable Motor Truck Corp.	Oct. 20, 1919
Wm. E. G. Gaillard	N. Y. City	Gaillard Realty Co., Inc.	Feb. 20, 1920
*Robert C. Galindo, Jr.	L. I. City	Jurgen Rathjen Co. (Coal)	June 24, 1919
John F. Galvin	L. I. City	Pres., Metal Stamping Co. (Auto Accessories)	June 19, 1913
Thomas C. Gannon	N. Y. City	Queens Representative Pennsylvania Cement Co.	Apr. 4, 1919
Garret J. Garretson	Elmhurst	Official Referee N. Y. State Supreme Court	Feb. 28, 1918
John R. Garside	L. I. City	Pres., A. Garside & Son, Inc. (Women's Shoes)	May 12, 1916
Chas. L. Gehnrich	L. I. City	Vice-Pres., Gehnrich Indirect Heat Oven Co. (Ovens, Sheet Metal)	Oct. 29, 1919
Leonard Genovese	L. I. City	Building Contractor	Apr. 22, 1920
William R. Gibson	Woodhaven	W. R. Gibson Co., Inc. (Builders)	Mar. 15, 1920
Earl A. Gillespie	Woodhaven	Lumber Merchant	Charter
John T. Gleason	L. I. City	Sec'y-Treas., Codex Antiseptic Co.	Mar. 15, 1920
Marshall W. Gleason	Brooklyn	Pres., Gleason-Tiebout Glass Co.	Feb. 10, 1915
*A. C. Goddard	L. I. City	Treas., Howell, Field & Goddard	Jan. 12, 1912
*C. H. Goddard	L. I. City	Pres., American Druggists' Snydicate	June 16, 1915
*Leon G. Godley	N. Y. City	Vice-Pres. American Chicle Co.	Aug. 25, 1919
*Louis Gold	Brooklyn	Engineer and Builder	Aug. 25, 1919
W. S. Goldfrank	N. Y. City	Sec'y, Stein-Davies Co. (Dextrine, Starch)	Nov. 25 1919
Simon Gottschall	L. I. City	Pres., Star Ribbon Mfg. Co.	July 25, 1918
Charles J. Grant	L. I. City	Pres. and Treas., Marcus Ward, Inc. (Stationery)	Aug. 16, 1916
Edward Grauer	Jamaica	Mgr. Metropolitan Tobacco Co.	Dec. 6 1918
John A. Gray	L. I. City	Sec'y-Treas., Sweeney & Gray Co. (Machinists and Hydraulic Engineers)	Mar. 15, 1920
L. W. Greiner	N. Y. City	Mgr., Liquid Carbonic Co. (Soda Fountains, Bottling Machines)	Nov. 25, 1919
T. Edward Gresslee	L. I. City	Real Estate	Apr. 22, 1920
Adolph J. Gretschel	L. I. City	Real Estate, Insurance and Mortgage Loans	June 24, 1919
John W. Grey	Flushing	Pres., Supreme Pictures Inc. (Motion Pictures)	Jan. 12 1920
Morgan Grossman	L. I. City	Morgan Gross Co., Inc. (Shoes)	Mar. 15, 1920
J. D. Hackett	N. Y. City	Labor consultant	Sept. 27, 1918
A. Hager	L. I. City	Motorcycles	Apr. 22, 1920
John J. Halleran	Flushing	Real Estate, Appraisals	Sept. 8, 1911
James T. Hallinan	Flushing	Lawyer (Hallinan & Groh)	Apr. 4 1919
John J. Halpin	N. Y. City	Scott, Gerard & Bowers (Lawyers)	Mar. 8, 1917
John W. Hamilton	N. Y. City	Hamilton & Chambers Co. (Engineers)	Apr. 6, 1917
William J. Hamilton	Corona	Real Estate	Charter

**Plural Memberships*

Name	Address	Business	Elected
F. I. Hamm	Jamaica	Mgr., Jamaica Poster Advertising Co.	May 9, 1918
*George B. Hanavan	L. I. City	Vice-Pres., L. I. Star Publishing Co.	May 9, 1918
M. Hanensen	N. Y. City	Pres., Piroxloid Products Corp.	Mar. 15, 1920
*E. Irving Hanson	N. Y. City	Mgr. H. R. Mallinson & Co. (Silks)	Nov. 25, 1919
Wallace J. Hardgrove	Flushing	Operators Associates, Inc. (Real Estate)	June 16, 1916
William E. Harmon	College Point	Treas. and Gen'l Mgr., Harmon Color Works, Inc.	Nov. 13, 1916
Judson A. Harrington	N. Y. City	Industrial Real Estate	Feb. 16, 1916
H. Trowbridge Harris	L. I. City	Real Estate and Insurance	Feb. 20, 1920
John T. Harrison	N. Y. City	Asst. to Vice-Pres., Fidelity and Deposit Co. of Maryland (Surety Bonds)	Nov. 13, 1916
James F. Hart	Brooklyn	Hart Waterproof Mfg. Co., Inc. (Canvas Goods)	Dec. 6, 1918
W. E. Haskin	L. I. City	Vice-Pres., Pressed & Welded Steel Products Co., Inc.	Dec 6, 1917
Robert R. Haslett	Brooklyn	L. I. Editor, Brooklyn Daily Eagle	May 12, 1919
S. R. Hatchett	N. Y. City	Pres., Sawyer Biscuit Co.	Jan. 12, 1920
Harold Hawkins	L. I. City	Real Estate	Apr. 22, 1920
Elbert W. Hawley	Bayside	C. H. Hawley & Sons (Coal and Wood)	May 12 1919
A. M. Hayes	L. I. City	Sec'y. Van Iderstine Co.	Nov. 20, 1917
S. P. Hayward	L. I. City	Connolly Iron Sponge & Governor Co. (Pipe)	Mar. 15, 1920
Henry Hellman	L. I. City	Ford Dealer	Apr. 22, 1920
Richard Hellman	L. I. City	Pres., Richard Hellmann, Inc. (Food Products)	Sept. 13, 1917
*David G. Helme	L. I. City	McLoughlin & Helme (Plumbing Contractors)	Mar. 15, 1920
F. W. Herz	L. I. City	Pres., National Varnish Co.	Aug. 25 1919
H. G. Heyson	Far Rockaway	Pres., National Bank of Far Rockaway	Apr. 4 1919
Frederick C. Hicks	Washington D. C.	U. S. Congressman	Jan. 12, 1916
Harry H. Hicks	Rockaway Beach	Pres., Hicks, Hicks & Hicks, Inc. (Lumber)	July 25, 1918
*Hamilton A. Higbie	Jamaica	Treas., Long Island Finance Corporation	June 16 1916
*Robert W. Higbie	Jamaica	Pres., Long Island Finance Corporation	Charter
F. J. Hildebrand	Ridgewood	Pres., Concord Construction Co. (Ornamental Iron Work and Forgings)	July 25, 1918
Stuard Hirschman	N. Y. City	Real Estate	Charter
A. C. Horn	L. I. City	Treas., Horn Holland Co. (Paints and Varnishes)	Oct. 5, 1916
H. J. Houpert	L. I. City	Pres., Houpert Machine Co.	Aug. 25, 1919
*F. Ray Howe	N. Y. City	Vice-Pres., Queensboro Corp. (Real Estate)	June 16, 1916
Stephen J. Huber	L. I. City	Joseph Huber, Inc. (Commercial Auto Bodies)	Feb. 20, 1920
*R. S. Huddleston	L. I. City	Pres., Astoria Mahogany Co.	Dec. 16, 1916
Allen J. Huke	N. Y. City	Asst. N. Y. Manager Rockland & Rockport Lime Co.	June 24, 1919
E. Covert Hulst	L. I. City	Director, First Mortgage Guarantee Co.	Apr. 9, 1913
Burt Jay Humphrey	L. I. City	Queens County Judge	Charter
*Richard Fenley Hunter	Flushing	Gen'l Mgr., Hunter Illuminated Car Sign Co.	Oct. 8, 1915
S. V. V. Huntington	L. I. City	Pres., Edward Smith & Co. (Varnish Makers and Color Grinders)	Apr. 22, 1920
William F. Hurley	L. I. City	Asst. Mgr., Matheson Lead Co.	Nov. 25 1919
Morris Jacobs	L. I. City	Real Estate	May 12, 1919
Percy C. James	Jamaica	James & Hawkins, Inc. (Hardware, Paint, Auto Supplies)	Dec. 15, 1916
*William T. James	Flushing	Pres. Queens County Savings Bank	Oct. 22, 1913
Charles Jensen	L. I. City	Jensen's Auto Body Works	Jan. 12, 1920
Charles T. Jensen	Bayside	Sec'y. Queensboro Lumber Co., Inc.	June 24 1919
Allen H. Jeter	L. I. City	A. H. Jeter & Co., Inc. (Roofing and Sheet Metal)	Feb. 3, 1919
Wm. H. Johns	N. Y. City	Pres., George Batten Co. (Advertising)	Nov. 19, 1915
E. C. Johnson	N. Y. City	Gen'l Mgr., Standard Steel Car Co.	Apr. 22, 1920
Henry C. Johnson, Jr.	L. I. City	Real Estate, Appraiser and Auctioneer	June 24 1919
Remsen Johnson	Brooklyn	Jere Johnson, Jr., Co. (Real Estate Auctioneer)	Sept. 27, 1918
F. Cliffe Johnston	N. Y. City	Gen'l Mgr., Palmer Waterfront Land & Improvement Co.	Sept. 13, 1917
Henry S. Johnston	Elmhurst	Pres., H. S. Johnston Drug Co.	Charter
William A. Jones, Jr.	N. Y. City	Attorney	Feb. 16, 1912
John Kaiser	L. I. City	Supt., Technola Piano Co.	Apr. 4 1919
H. Kaltenhauser	L. I. City	Pres., National Labeling Machine Co., Inc.	July 25, 1918
William J. Kam	Buffalo	(Non-resident member)	Jan. 12 1920
H. B. Kanter	L. I. City	H. P. K. Electric Co. (Industrial Electrical Engineers)	Apr. 22, 1920
Charles I. Karasik	Elmhurst	Business Manager, Ravenswood Paper Mill Co. (Boxboard and Lining)	Apr. 9, 1918
John Karmazin	L. I. City	Sec'y and Gen'l Mgr., Waldes & Co., Inc. (Small Metal Goods, Koh-I-Noor Fasteners)	Feb. 20, 1920
Leo Karpen	N. Y. City	Managing Director, S. Karpen & Bros. (Furniture)	Oct. 20, 1919
*Frederick W. Kavanaugh	N. Y. City	Howard Estates Development Co. (Real Estate)	Feb. 10, 1915
Elmer A. Keeler	N. Y. City	Keeler's Coal Pockets	Jan. 4, 1918
*Owen A. Keenan	L. I. City	Local Commercial Mgr., N. Y. Telephone Co.	June 16, 1916
Henry A. Keiner	Richmond Hill	Pres. Keiner Williams Stamping Co. (Drawn and Stamped Sheet Metal)	July 25, 1918
Henry P. Keith	N. Y. City	Attorney	Apr. 22, 1920
Rawdon W. Kellogg	Jamaica	Attorney	June 16, 1915
Warren Kelly	N. Y. City	Sec'y-Treas., Jos. P. McHugh & Son (Willow Furniture)	Nov. 25, 1919
Robert W. Kemp	Woodside	Pres., Holliday Kemp Co., Inc. (Dyes, Aniline Colors)	Feb. 28, 1918
F. Kempf	L. I. City	Triangle Service Station	Apr. 22, 1920
Howard B. Keppel	L. I. City	Vice-Pres., Defender Manfg. Co. (Sheets and Pillow Cases)	May 12, 1916
E. J. Kestenbaum	L. I. City	Treas., Republic Auto Parts Co.	June 24, 1919
John J. Kindred	L. I. City	Kindred's Sanitarium	Oct. 25, 1912

*Plural Memberships

Name	Address	Business	Elected
*F. W. Kirch	L. I. City	Vice-Pres., Astoria Mahogany Co.	May 21, 1917
*George M. Kirchmer	Brooklyn	Claim Agent, Brooklyn Union Gas Co.	Feb. 11, 191.
*James Klase	L. I. City	Pres. Queensboro Storage & Warehouse Corp.	Apr. 22, 1920
Jack K. Klein	L. I. City	Klein Bros. (Japanese Bamboo Furniture)	Apr. 4, 1919
Jacob Klein	L. I. City	J. Klein Iron Works	Jan. 12, 1920
Joseph J. Kleinhenz	L. I. City	Pres., Queens Haulage Corp.	Oct. 20, 1919
F. J. Kline	L. I. City	American Clip Co.	Dec. 6, 1918
William J. Knott	N. Y. City	Kew Gardens Hotel	June 24, 1919
W. W. Knowles	L. I. City	Architect	Feb. 20, 1920
Hermann Koch	L. I. City	Real Estate	Apr. 22, 1920
*U. S. Kolby	L. I. City	Asst. Sec'y and Asst. Treas., American Ever Ready Work	Sept. 13, 1917
Alexander Konta	N. Y. City	Vice-Pres., Perfect Window Regulator Co.	Mar. 15, 1920
A. Kornblum	N. Y. City	Treas. Allyn Hall Realty Co.	Nov. 20, 1917
Alfred Robert Kraemer	College Point	Sec'y & Mgr., Kraemer Bros. (Lumber and Masons' Materials)	Feb. 20, 1920
*V. P. Krauss	L. I. City	Supt. and Chemical Engineer, Toch Bros. (Paints and Varnishes)	June 18, 1918
*Louis C. Kunz	L. I. City	Sec'y-Treas., The Motometer Co., Inc.	May 9, 1918
Walter Kutzleb	L. I. City	Pres., Organic Salt & Acid Co., Inc. (Drugs and Chemicals)	Nov. 20, 1917
L. U. LaCour	L. I. City	Pres., LaCour Iron Works (Structural Steel and Iron)	July 19, 1917
Fred J. Lancaster	N. Y. City	Realty Operator	Oct. 25. 1912
*Wm. C. Lange	College Point	Pres. and Gen'l Mgr., Empire Tube & Steel Corp.	Aug. 16, 1916
LeRoy Latham	Brooklyn	Pres., Latham Litho. & Printing Co.	May 12, 1916
L. Laudisi	L. I. City	Banker	Aug. 25, 1919
*William Law	L. I. City	John Simmons Co. (Pipe, Iron Fittings, etc.)	Feb. 3, 1919
*Arvine C. Leach	L. I. City	Sec'y, First Mortgage Guarantee Co.	Nov. 20, 1917
John Anderson Leach	L. I. City	First Deputy Police Commissioner of N. Y. City; Attorney	Charter
G. Howland Leavitt	Flushing		Charter
Ernest A. L'Ecluse	N. Y. City	Sec'y-Treas., L'Ecluse Washburn & Co. (Real Estate)	Apr. 9, 1918
*F. E. Lee	Laurel Hill	Traffic Mgr. Nichols Copper Co. (Copper Refining)	June 24, 1919
A. H. Leipert	N. Y. City	N. Y. Service Mgr., International Motor Co. (Machining, Auto Assembling, etc.)	Feb. 20, 1920
Fred C. Lemmerman	Glendale	Real Estate & Insurance	Mar. 15, 1920
W. H. Lersner	College Point	Treas. Chilton Paint Co.	Oct. 8, 1915
H. S. Leverich	N. Y. City	Real Estate	Apr. 13, 1914
*Alfred Levy	N. Y. City	Traffic Mgr., Toch Bros.	Oct. 20, 1919
Adolph Lewisohn	N. Y. City	Banker	Feb. 10, 1915
Sam A. Lewisohn	N. Y. City	Banker	Feb. 10, 1915
*J. Henry Lienau	L. I. City	National Sugar Refining Co. of N. J.	Sept. 27. 1918
Harvey N. Lines	Flushing	Coal, Wood and Building Maetrials	Jan. 4, 1918
Paul R. Lipman	L. I. City	Vice-Pres., Greenpoint-Southern Co. (Mattresses, Box Springs, Pillows)	Nov. 25, 1919
*Henry Lockhart Jr.	N. Y. City	Real Estate, Banker	June 20, 1914
George W. Loft	N. Y. City	Pres., Loft, Inc. (Confectionery)	Feb. 28, 1918
*Jacob L. Loose	Kansas City	Loose Wiles Biscuit Co.	Sept. 26, 1913
*Kenneth B. Loose	L. I. City	Asst. Mgr., Loose Wiles Biscuit Co.	Sept. 27, 1918
*Frank Lord	N. Y. City	Vice-Pre., Cross & Brown Co. (Real Estate)	Nov. 19, 1915
*J. Willard Lord	L. I. City	Mgr., Pierce Arrow Service Station	Mar. 15, 1920
C. H. Low	College Point	Pre., National Chain Co.	July 25, 1918
Albert E. Lowe	N. Y. City	G. M. Film Corp. (Motion Picture Films), Pres., Municipal Studios	Jan. 12, 1920
Fred R. Lowe	Jamaica	Treas., Fred Adee Corp. (Plumbing Supplies)	Feb. 20. 1920
Clarence M. Lowes	Brooklyn	Pres., Flushing National Bank; Treas., Dime Savings Bank of Williamsburg	Apr. 9, 1918
Victor A. Lownes	Woodhaven	Spear & Co. (Caps and Hats)	Aug. 16, 1916
F. H. Luce	Woodhaven	Supt., Woodhaven Water Supply Co.	Apr. 9, 1918
Clarence A. Ludlum	N. Y. City	Vice-Pres., The Home Insurance Co.	Charter
*George W. Luft	L. I. City	Treas., American Druggists' Syndicate	Sept. 27, 1918
K. J. Kundgren	Richmond Hill	Real Estate Investments	Mar. 15, 1920
Andreas P. Lundin	N. Y. City	Pres., American Balsa Co.	Oct. 7, 1914
*D. E. McAvoy	L. I. City	Treas., Wm. D. Bloodgood & Co. (Real Estate)	June 16 1916
John B. McCaw	L. I. City	Sec'y, F. Piel Co., Inc. (Auto Horns)	Dec. 6, 1918
Frank B. McCord	N. Y. City	Vice-Pres. & Treas., Post & McCord (Builders)	Feb. 20, 1920
Alfred E. F. McCorry	N. Y. City	Cantilever Aero Co.	Apr. 6, 1917
George B. McEwan	Corona	Corona Lumber Corp.	Jan. 12, 1920
Archibald C. McLachlan	Jamaica	Principal, Jamaica Training School for Teachers	Dec. 15, 1916
*George C. McLoughlin	L. I. City	McLoughlin & Helme (Plumbing Contractors)	Mar. 15, 1920
H. E. McLoughlin	L. I. City	Kozak & McLoughlin (Ladies' Shoes)	Dec. 15, 1916
*Edward J. McMahon	L. I. City	N. Y. National Irving Trust Co.	June 24, 1919
Patrick McMeel	N. Y. City	Vice-Pres., Wm. Hughes & Co., Inc. (Cotton and Woolen Waste)	Mar. 15, 1920
Robert W. McMullen	Brooklyn	Life Insurance	Nov. 25, 1919
Dwight MacDonald	N. Y. City	MacDonald & Bostwick (Lawyers)	Nov. 13, 1916
*George C. MacDonald	L. I. City	Sales Mgr., Loose Wiles Biscuit Co.	Aug. 25, 1919
James A. Macdonald	N. Y. City	Trustee Queens County Savings Bank	Charter
*Edward A. MacDougall	N. Y. City	Pres., Queensboro Corporation	Charter
J. E. Mace	N. Y. City	Gen'l Mgr., Menley & James, Ltd. (Import. Export and Manufacturing Chemists)	Jan. 12, 1920
Carleton Macy	Far Rockaway	Pres. Queenshoro Gas & Elec. Co.	Mar. 7, 1913
Jacob Maisel	Woodside	J. M. Skirt Co.	Sept. 28, 1918
*H. R. Mallinson	N. Y. City	Pres., H. R. Mallinson & Co. (Silks)	Nov. 25, 1919
D. S. Mallory	N. Y. City	Asst. Treas., Dictograph Products Corporation (Acousticons, Dictographs)	Sept. 27, 1918

*Plural Memberships

Name	Address	Business	Elected
Alrick H. Man	N. Y. City	Pres., Kew Gardens Corp. (Real Estate)	Charter
Ellery W. Mann	Rockaway Park	Vice-Pres., H. K. McCann Co. (Advertising)	Mar. 15, 1920
*C. A. Marston	L. I. City	Factory Mgr., American Ever Ready Works	Mar. 15, 1920
Franklin J. Mason	L. I. City	Contractor	Apr. 4, 1919
*J. S. Masterman	N. Y. City	Printing Mgr., Metropolitan Life Ins. Co.	Oct. 20, 1919
*A. F. Mathews	L. I. City	Mathews Model Flats Co., Inc. (Real Estate and Builder)	Apr. 13, 1914
Ernest Mathews	L. I. City	Mathews Building Co.	Jan. 26, 1917
*G. X. Mathews	L. I. City	Mathews Model Flats Co., Inc. (Real Estate and Builder)	Apr. 13, 1914
*Carl C. Mattman, Jr.	L. I. City	Asst. Supt. and Pur. Agt., Astoria Silk Works	Nov. 25, 1919
*Charles Mattman	L. I. City	Treas., Astoria Silk Works	Apr. 6, 1917
*Theo. Thos. Mattman	L. I. City	Astoria Silk Works	Nov. 25, 1919
C. B. Mayer	L. I. City	C. B. Mayer Co. (Interior Woodwork)	Feb. 20, 1920
Edward W. Merrill, Jr.	Maspeth	Pres. Merrill Bros., Inc.	Jan. 4, 1918
Henry Mayer	L. I. City	Vice-Pres., Niagara Knitting Mills Corp.	Feb. 20, 1920
*Martin A. Metzner	L. I. City	Young & Metzner (Bags and Bagging)	Dec. 19, 1913
Herbert Mead, Jr.	L. I. City	Sec'y-Treas., Indiana Quartered Oak Co.	Apr. 22, 1920
Jacob Meurer	L. I. City	Pres., Meurer Steel Barrel Co.	Sept. 27, 1918
*Charles G. Meyer	N. Y. City	Sec'y, Cord Meyer Development Co. (Real Estate)	Charter
Frank Meyer	N. Y. City	Asst. Sec'y, Famous Players-Lasky Corp. (Motion Pictures)	June 24, 1919
*George C. Meyer	Forest Hills	Cord Meyer Development Co.	Oct. 5, 1916
Henry W. Meyer	Ridgewood	Pres., Ivanhoe Co. (Builder and Real Estate)	Apr. 6, 1917
Willard F. Meyers	L. I. City	Pres., Willard F. Meyers Machine Co., Inc.	Feb. 28, 1918
*William S. Milan	L. I. City	Mgr., Bank of the Manhattan Co.	Feb. 28, 1918
C. C. Miller	Brooklyn	Eclipse Box & Lumber Co.	Mar. 8, 1917
Julius Miller	L. I. City	Julius Miller Shoe Co.	Apr. 22, 1920
C. C. Mollenhauer	Brooklyn	Real Estate	June 10, 1914
Benjamin Moore	L. I. City	Moore's Bakery; Vice-Pres., L. I. City Savings Bank	July 25, 1918
Robert E. Moore	L. I. City	Austin & Moore, Inc. (Electrical and Industrial Engineers)	Oct. 20, 1919
William H. Moore	N. Y. City	N. Y. Mgr., The White Co. (Motor Trucks)	Aug. 25, 1919
David G. Morrison	L. I. City	Director, L. I. City Savings Bank	Sept. 27, 1918
Thomas Morrison, Jr.	L. I. City	Mgr., Acorn Silk Co.	May 9, 1918
A. W. Morse	L. I. City	Vice-Pres., The Anthony Co. (Liquid Fuel Engineers)	Feb. 28, 1918
George H. Mullen	Far Rockaway	Pres., Mullen & Buckley, Inc. (Window Screens)	Sept. 27, 1918
Henry J. Mullen	Jamaica	Pres., H. J. Mullen Contracting Co., Inc.	Apr. 12, 1912
Kearn J. Mullen	N. Y. City	U. S. Fidelity & Guaranty Co.	May 12, 1919
J. P. Muller	N. Y. City	Pres., J. P. Muller & Co. (Advertising)	July 19, 1917
Roswell F. Mundy	N. Y. City	Treas., L. I. City Realty Co.	Jan. 26, 1917
William P. Myers	L. I. City	Manhattan-Rome Co. (Metal Beds and Couches)	Aug. 16, 1916
Alfred Nathan	Flushing	Pres., Nathan Mfg. Co. (Steam Injectors and Locomotive Appliances)	May 12, 1916
H. V. H. Neefus	N. Y. City	Francisco & Jacobus (Engineers and Architects)	Feb. 20, 1920
Nicholas Nehrbauer	L. I. City	Plumbing Contractor	Nov. 25, 1919
C. A. Neidig	Blissville	Supt., American Agricultural Chemical Works (Preston Works)	Jan. 12, 1920
Archibald Nesbett	Bayside	Contractor	Aug. 16, 1916
Isaac Neuschotz	N. Y. City	Pres., Fritsch Toilet Mirror Co.	Jan. 12, 1920
Richard S. Newcombs	N. Y. City	Pressinger & Newcombe (Lawyers)	Sept. 13, 1917
Harvey B. Nevins	N. Y. City	Harvey B. Newins, Inc. (Real Estate)	May 12, 1919
R. H. Nimmich	Winfield	Pres., Shoreham Novelty Co.	May 9, 1918
*W. M. Nones	L. I. City	Pres. and Treas., Norma Co. of America (Ball Bearings)	June 16, 1916
C. G. Norman	Winfield	Pres., Norman-Seton, Inc. (Metal Doors and Fireproofing)	Sept. 21, 1915
*Myer Nussbaum	N. Y. City	Treas., Howard Estates Development Co. (Real Estate); Attorney	June 16, 1916
*Francis J. Oakes, Jr.	Boston	Vice-Pres., Oakes Mfg. Co. (Drugs, Chemicals, Dyes)	Sept. 13, 1917
George M. O'Connor	L. I. City	Plumbing and Heating Contractor	May 9, 1918
*M. O'Malley	L. I. City	Supt., Metropolitan Life Insurance Co.	Aug. 16, 1916
Jos. R. Oppenheimer	L. I. City	Sec'y, West Disinfecting Co.	Nov. 19, 1915
W. E. Orr	L. I. City	Pres., C. A. Willey Co. (Varnish and Paint)	Feb. 3, 1919
Eugene J. Orsenigo	L. I. City	Orsenigo Co., Inc. (Furniture)	Nov. 13, 1916
Frank O'Sullivan	Garden City	Purchasing Agent, Doubleday, Page Co. (Book Publishers	Aug. 25, 1919
*Ray Palmer	L. I. City	Pres., New York & Queens Electric Light & Power Co.	Nov. 19, 1916
John W. Paris	N. Y. City	Pres., Paris-Hecken Co. (Real Estate)	Feb. 28, 1918
F. James Parks	N. Y. City	Treas., Self Clasp Envelope Co.	Apr. 22, 1920
William Bowne Parsons	N. Y. City	Attorney	Nov. 13, 1916
Eugene Pauly	N. Y. City	Commission Merchant	Feb. 16, 1916
Jerome Payet	L. I. City	Pres., Payet Silk Dyeing Corp.	Oct. 20, 1919
Jos. J. Paymer	L. I. City	Central Smelting & Refining Co.	July 25, 1918
Alvan T. Payne	L. I. City	Attorney	June 2, 1911
Napoleon Pelletier	Maspeth	Pelletier Can Co.	June 18, 1918
*John H. Penchoen	L. I. City	Mgr., Title Guarantee & Trust Co.	June 18, 1918
John Moore Perry	Elmhurst	Farmer	May 12, 1919
A. N. Peterson	L. I. City	Pres., Brooklyn Foundry Co.	Apr. 9, 1918
John W. Petry	L. I. City	Pres., John W. Petry Co. (Plumbing, Heating and Ventilating)	Nov. 25, 1919
Franklin Pettit	N. Y. City	Real Estate	Feb. 3 1919
Jacob Pfeffer	L. I. City	Coal, Wood and Building Materials	Apr. 9, 1918
C. J. Phillips	N. Y. City	Asst. Gen'l Mgr., Brooklyn Eastern District Terminal	Jan. 12, 1920

*Plural Memberships

Name	Address	Business	Elected
John Polachek	L. I. City	Pres., John Polachek Bronze & Iron Co	July 25, 1918
W. A. Porter	Maspeth	Pres., United Button Co	Nov. 20, 1917
*James H. Post	N. Y. City	Pres., National Sugar Refining Co. of N. J.	Feb. 20, 1920
Paul Leon Price	L. I. City	Mgr., Irving Iron Works	Oct. 5, 1916
Leo Propper	L. I. City	Propper Silk Hosiery Co. (Silk Hosiery)	Feb. 20, 1920
Thomas F. Purcell	L. I. City	Surety Bonds	Feb. 28, 1918
*F. A. Purdy	L. I. City	Sec'y, Repetti, Inc. (Candy)	Apr. 22, 1920
W. S. Quigley	N. Y. City	Pres., Quigley Furnace Specialties Co	June 18, 1918
Edward A. Quin	N. Y. City	N. Y. Mgr., J. L. Mott Iron Works	Feb. 20, 1920
*D. W. Quinn, Jr.	Jamaica	Vice-Pres., American Trust Co	Feb. 3, 1919
Thomas M. Quinn	L. I. City	Undertaker	Apr. 4, 1919
John T. Rainier	Flushing	Pres., Rainier Motor Corp	Dec. 15, 1916
*Fred G. Randall	L. I. City	Vice-Pres., Queensboro Corporation	Charter
John A. Rapelye	Elmhurst	Real Estate	Feb. 20, 1920
*John W. Rapp	College Point	Pres., Empire Art Metal Co. (Metal Works, Fireproofing)	June 2, 1911
*Justin J. Rathjen	L. I. City	Pres., Jurgen Rathjen Coal Co	Oct. 5, 1916
Arthur L. Reed	Richmond Hill	Pres., A. L. Reed Co. (Leather Goods)	Feb. 16, 1916
F. H. Reeve	N. Y. City	Real Estate	Mar. 7, 1917
Jacob Reichert	Brooklyn	Reichert Towing Line	May 21, 1917
William C. Reid	Greenpoint	Leary & Co. (Lumber Merchants)	June 16, 1915
James J. Reilly	L. I. City	Real Estate Broker	Apr. 22, 1920
John B. Reimer	Ozone Park	Pres., First National Bank of Ozone Park (Coal and Building Supplies)	May 21, 1917
John H. Rhodes	L. I. City	Victory Warehouse Corp (Cartage and Lighterage Facilities)	Nov. 21, 1917
Sol Richman	Laurel Hill	Supt., National Enameling and Stamping Co.	Oct. 25, 1912
*Charles H. Rickert	N. Y. City	Vice-Pres., Rickert Realty Co., Inc	June 19, 1913
*E. J. Rickert	N. Y. City	Pres., Rickert Realty Co., Inc	June 2, 1911
*A. B. Ricketts	L. I. City	Factory Mgr., Neptune Meter Co	Jan. 26, 1917
W. N. Ridge	N. Y. City	Pres., Metropolis Land Co	Nov. 19, 1915
John M. Riehle	N. Y. City	Pres., L. I. Sound Realty Co	Feb. 16, 1916
Walter F. Ring	Brooklyn	Pres., Ring Gibson Co. (Builders)	Feb. 19, 1915
Harry D. Robbins	N. Y. City	Pres., H. D. Robbins Co. (Investment Bankers)	June 18, 1918
Walter Roberts	L. I. City	Mgr., William Bradley & Son (Cut Stone and Marble)	Apr. 12, 1912
*J. H. Robinson	N. Y. City	Cross & Brown Co. (Real Estate)	Oct. 20, 1919
Edward Roche	Far Rockaway	Roche's Baths	June 6, 1912
Mathew Rock	N. Y. City	Merchant Tailor	Oct. 8, 1915
Clinton T. Roe	N. Y. City	Sec'y, L. I. Bond & Mortgage Co.; Attorney	Charter
Edwin P. Roe	Whitestone	Pres., First National Bank of Whitestone	June 24, 1919
Fred Roffe	L. I. City	Treas., Kelly & Kelley (Engineers)	Feb. 3, 1919
Charles A. Rohr	N. Y. City	Commercial Engineers (General Electric Co.)	Feb. 20, 1920
Joseph M. Roman	L. I. City	Roman-Callman Co. (Real Estate)	Nov. 20, 1917
Emanuele Ronzoni	L. I. City	Pres.-Treas., Ronzoni Macaroni Co., Inc	Oct. 20, 1919
Morris Rosenwasser	L. I. City	Pres., Rosenwasser Bros. (Leggings and Boots)	Dec. 9, 1914
*P. A. Rowley	Jamaica	Vice-Pres., Bank of the Manhattan Company	Nov. 19, 1915
Emil Runge	Flushing	Real Estate	May 12, 1919
Frederick Russell	L. I. City	Pres., Russell Foundry & Machine Co	Charter
H. E. Russell	L. I. City	Supt., Reichard-Coulston Co	Feb. 28, 1918
Edward Ruth, Jr.	Winfield	Real Estate and Insurance	July 19, 1917
George J. Ryan	L. I. City	Real Estate and Insurance	Feb. 16, 1912
A. M. Ryon	Flushing	Coal and Mason Supplies	Apr. 10, 1916
Samuel Salvage	N. Y. City	Manufacturer Artificial Silk Yarn	July 25, 1918
Harry D. Sammis	N. Y. City	Asst. Sec'y, Farmers' Loan & Trust Co	Apr. 6, 1917
D. M. Sarkisian	N. Y. City	Pres., Gould Mersereau Co. (Drapery, Carpet and Cabinet Hardware)	Oct. 20, 1919
Sol Schildkraut	Jamaica	Jamaica Auto & Supply Co. (Autos and Accessories)	Apr. 9, 1918
Gustave Schirmer	N. Y. City	G. Schirmer, Inc. (Music Publishers)	Nov. 19, 1915
F. J. Schleicher	L. I. City	Sec'y, W. D. Wilson Printing Ink Co., Ltd.	Apr. 4, 1919
Louis Schlesinger	N. Y. City	Louis Schlesinger, Inc. (Real Estate)	Apr. 22, 1920
Carl Schneeweiss	L. I. City	Mgr., George Brown & Co. (Cut Stone)	Feb. 20, 1920
Eugene Schoen	Newark	Gen. Mgr., International Oxygen Co	Oct. 7, 1914
John G. Schumacher	Flushing	Farmer	Oct. 8, 1915
*Alfred B. Schupp	L. I. City	Supt., Motometer Co., Inc	May 9, 1918
Henry T. Schwanda	Winfield	Mgr., B. Schwanda & Son (Pearl Buttons)	July 19, 1917
Felix Schwemer	College Point	Pres., Atlantic Rubber Manufacturing Corp	June 14, 1914
Melvin W. Scott	L. I. City	Factory Mgr., R. & L. Bearings Co	Feb. 20, 1920
Maurice Seiderman	L. I. City	Pres., Star Silk Works	Jan. 12, 1920
*Louis J. Selznick	N. Y. City	Pres., Select Pictures Corp.; Treas., Selznick Pictures Corp.	Oct. 20, 1919
*Myron Selznick	W. Fort Lee	Pres., Selznick Pictures Corporation	Oct. 20, 1919
*Otto Sepp	L. I. City	A. & P. Motor Trucking Corp.; Queensboro Warehouse Corp.	Oct. 20, 1919
Ernest Sexauer	L. I. City	Treas., Sexauer & Lemke, Inc. (Structural Iron and Steel)	Jan. 26, 1917
*Charles W. Shaeffer	L. I. City	Supt., Standard Oil Co. of N. Y. (Devoe Works)	Apr. 4, 1919
*William Shaw	L. I. City	Supt., Standard Oil Co. of N. Y. (Empire Yard)	Apr. 4, 1919
J. C. Sheaff	N. Y. City	Mgr., Patterson Sargent Co. (Paints and Varnish)	Sept. 27, 1918
C. E. Sheppard	N. Y. City	C. E. Sheppard Co. (Book Binders)	Apr. 22, 1920
*Johnson Shipman	L. I. City	Purchasing Agt., Neptune Meter Co. (Water Meters)	Jan. 26, 1917
Edwin Shuttleworth	L. I. City	Pres., Edwin Shuttleworth (Cut Stone and Marble)	July 25, 1918
Bohumil W. Sidlo	L. I. City	Pres., Voska, Foelsch & Sidlo, Inc. (Interior Marble)	June 18, 1918
*Philip L. Sillman	L. I. City	Astoria Mahogany Co	Sept. 13, 1917

**Plural Memberships*

Name	Address	Business	Elected
*Charles R. Silvernail	L. I. City	Mgr., Queensboro Storage & Warehouse Corp.	Apr. 22, 1920
*Joseph I. Simmons	N. Y. City	Sec'y, John Simmons Co. (Pipe, Iron Fittings etc.)	Nov. 25, 1919
Charles Simonson	Elmhurst	Real Estate	Feb. 16 1912
*Carl Skog	L. I. City	Asst. Sec'y. Queensboro Corp. (Real Estate)	Aug. 16, 1916
*Charles W. Smith	L. I. City	Traffic Mgr., Loose-Wiles Biscuit Co.	Sept. 27, 1918
*Charles W. Smith	L. I. City	Supt., Standard Oil Co. of N. Y. (Pratt Works)	Apr. 4, 1919
*Edward M. Smith	Elmhurst	Mgr., Newtown Gas Co.	Sept. 27, 1918
Frank R. Smith	Jamaica	Coal, Wood and Mason Supplies	Apr. 8, 1917
L. C. L. Smith	L. I. City	Consulting Engineer	Apr. 10, 1916
*Leroy L. Smith	L. I. City	Editor, L. I. Star Publishing Co.	Nov. 19 1915
Morrell Smith	Far Rockaway	Architect	Aug. 25, 1919
Peter H. Smith	L. I. City	Manufacturer Women's Clothing	Mar. 15, 1920
*Samuel R. Smith	Jamaica	Bank of the Manhattan Company	Sept. 27, 1918
*Valentine W. Smith	Far Rockaway	Vice-Pres., Bank of the Manhattan Co.	Sept. 27, 1918
*Walter S. Smith	N. Y. City	Vice-Pres., Red Star Towing & Transportation Co.)	May 12, 1919
*H. L. Snyder	L. I. City	Treas., N. Y. & Queens Electric Light & Power Co.)	June 16, 1916
Harry J. Sohmer	L. I. City	Sohmer Piano Co.	Oct. 7, 1914
George Solms	Richmond Hill	Pres., Richmond Hill National Bank	May 9 1918
Frederick A. Sondheimer	L. I. City	Black Bear Co. (Oils and Factory Supplies)	May 9, 1918
Charles M. Sorenson	N. Y. City	Pres., Charles Sorensen Co., Inc.	Apr. 22, 1920
Maynard H. Spear	Flushing	Vice-Pres., N. Y. & Queens Gas Co.	Jan. 12, 1916
*A. W. Spence	N. Y. City	Treas., Harrolds' Motor Car Co. (Pierce Arrow Service Station)	Apr. 9, 1918
G. J. Staats	N. Y. City	Plumbing and Heating Contractor	Feb. 16, 1912
Mathew J. Stacom	L. I. City	Pres., Island Lumber Co., Inc.	Apr. 22 1920
George Stanley	Roslyn	Pres., N. Y. & North Shore Traction Corp.	Mar. 15, 1920
James C. Stansbury	Jamaica	Jas. H. Stansbury, Inc. (Lumber and Coal)	Apr. 4, 1919
Charles Steiner	L. I. City	Sales Mgr., Steiner Mfg. Co (Automotive Supplies)	Feb. 20, 1920
*Theodore Steinway	N. Y. City	Steinway & Sons (Pianos)	Charter
George J. Stelz	College Point	Gen. Mgr. and Treas., College Point Boat Corp.	Jan. 12, 1920
Chester G. Stewart	Brooklyn	Mgr., M. Goodwin & Co. (Lumber)	Jan. 12, 1920
*Isaac R. Stewart	Brooklyn	Pres., Anchor Cap & Closure Corp.	Mar. 15, 1920
Frederick Storm	Bayside	First National Bank	Dec. 19, 1913
Elmer G. Story	Bayside	Pres., First National Bank	Oct. 20, 1919
Charles L. Strattard	Flushing	Stanuchwood Shops (Toys)	Jan. 12, 1920
Henry F. Strebel	Brooklyn	Chas. Strebel & Sons (Structural Steel and Iron)	Jan. 4, 1918
Frank L. Stiles	Jamaica	Mgr., N. Y. Title & Mortgage Co.	Mar. 15, 1920
G. L. Stuebner	L. I. City	G. L. Stuebner Iron Works (Structural Steel and Iron)	Sept. 13, 1917
*H. E. Sturcke	L. I. City	Treas., General Carbonic Co.	Nov. 25, 1919
Jacob Sulzbach	College Point	Pres., N. Y. Watering Co. (Silk Ribbons)	Apr. 13, 1914
Benjamin H. Sweet	Jamaica	Real Estate	Feb. 11 1915
T. B. Swennes	L. I. City	Supt., Texas Co. (Oils)	Feb. 20, 1920
Seymour Taft	L. I. City	Taft's City Garage (Autos and Accessories)	Apr. 9, 1918
E. J. Tarof	N. Y. City	Traffic Mgr., Brunswick-Balke-Collender Co. (Billiard Tables, Bowling Alleys and Phonographs)	Sept. 13, 1917
Martin Tepper	L. I. City	Pres., Heatless Dental Wheel Co. (Dental Appliances)	July 25, 1918
Ira L. Terry	Flushing	Real Estate	Apr. 4, 1919
*Charles G. M. Thomas	N. Y. City	Vice-Pres., Consolidated Gas. Co. of N. Y.; Chairman, Board of Directors N. Y. & Queens Electric Light & Power Co.	Charter
John W. Thomas	N. Y. City	Gen'l Agt., Travelers' Insurance Co.	Apr. 10, 1916
Wm. H. Thompson	L. I. City	Real Estate	May 9, 1918
Ralph M. Thomson	N. Y. City	John Thomson Press Co. (Machinery)	Feb. 3 1919
*W. D. Ticknor	N. Y. City	Goodrich-Lockhart Co. (Real Estate)	July 25, 1918
Bernard W. Timoney	L. I. City	Architect and Builder	Apr. 4, 1919
Josiah B. Tisdale	L. I. City	Tisdale Lumber Co. (Lumber, Coal, Wood)	Jan. 12, 1916
*Henry M. Toch	N. Y. City	Toch Bros. (Paint, Varnish and Chemicals)	Mar. 7 1913
C. R. Tock	L. I. City	Pres., Tock Screw Machine Products Corp.	Sept. 27, 1918
Thomas H. Todd	N. Y. City	Real Estate	June 24, 1919
L. J. Towneley	L. I. City	Mgr., Metropolitan District National Casket Co. (Caskets and Undertakers' Supplies)	Apr. 4, 1919
George H. Townsend	L. I. City	Motometer Co., Inc.	Apr. 22, 1919
Benjamin D. Traitel	L. I. City	Pres., Traitel Marble Co. (Mosaic, Tile Marble Works)	Nov. 19, 1918
William C. Van Brunt	L. I. City	Pres., William C. Van Brunt, Inc. (Structural Steel and Iron)	Nov. 25, 1919
*John Cornelius Vander Pyl	College Point	Personnel Supervisor, American Hard Rubber Co.	Sept. 27, 1918
*Benjamin C. Vanderwater	L. I. City	Mgr., Corn Exchange Bank (Queens County Branch)	Dec. 20, 1912
D. A. Van Derwerken	Corona	Tiffany Studios (Architectural Iron and Bronze, Lighting Fixtures)	May 21, 1917
Theodore J. Van Horen	Brooklyn	Pres., Jamaica Property Corporation	Nov. 25, 1919
Garrett M. Van Sielen	Jamaica	Coal and Wood	Mar. 22 1918
Peter Van Sielen	Jamaica	Farmer	Feb. 10, 1915
Paul L. Veeder	L. I. City	Sec'y-Treas., Boyce-Veeder Corp. (Fire Extinguishers)	Apr. 22, 1920
L. J. Viehmann	L. I. City	Pres. and Treas. J. Chas. Teepe, Inc. (Woodenware and Cabinet Work for Household Use)	May 9, 1918
*August Vogel	L. I. City	Pres., Imperial Paint Co.	Oct. 5, 1916
*F. A. Von Moschzisker	N. Y. City	Agent Real Estate Dept., Pennsylvania Railroad Co.)	June 16, 1915

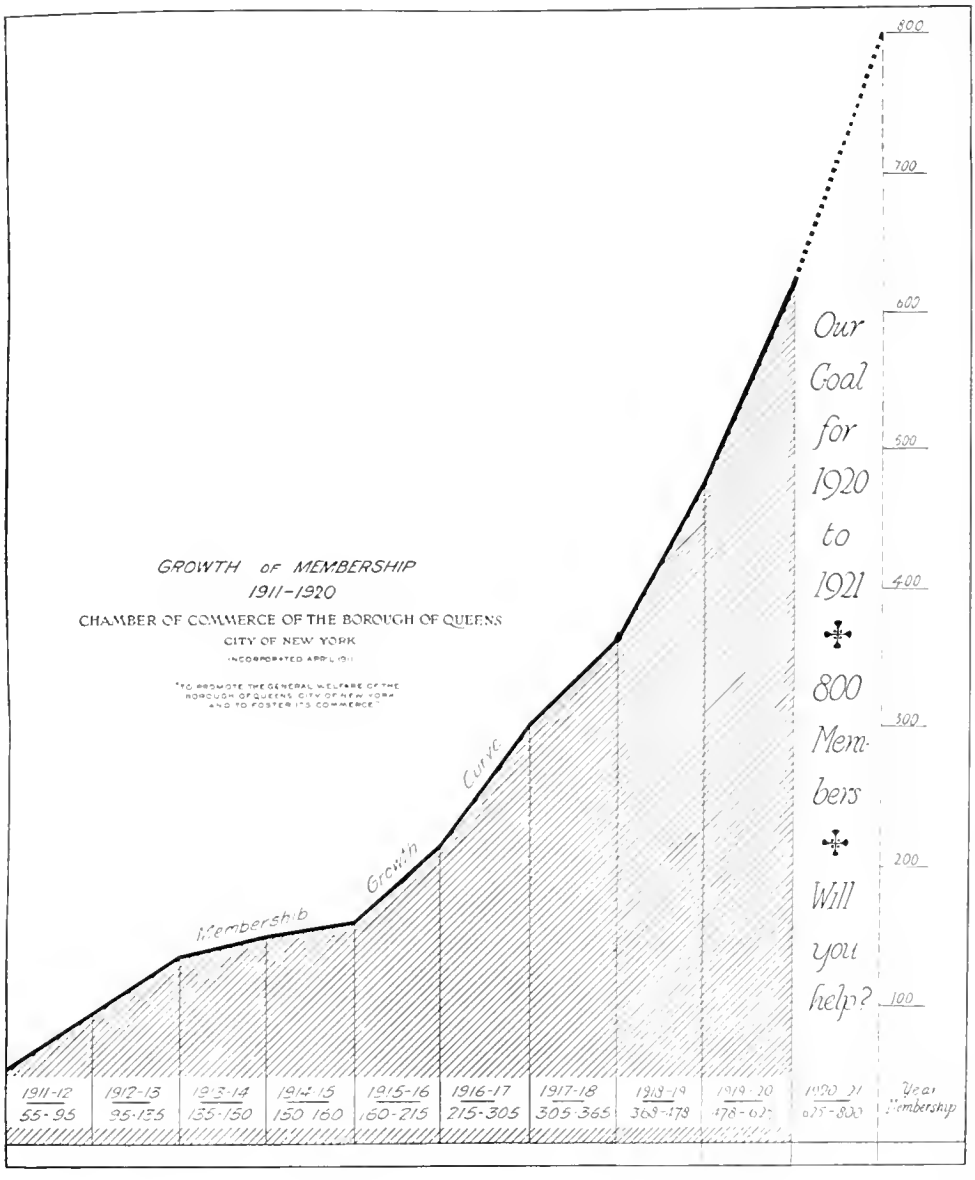
*Plural Memberships

Name	Address	Business	Elected
*Edwin S. Votey	L. I. City	Vice-Pres. and Gen'l Mgr., Aeolian Co. (Pianos, Victrolas and Musical Instruments)	Mar. 8, 1917
A. W. Walch	L. I. City	Sec'y, L. I. City Industrial Branch, Y. M. C. A.	Feb. 3, 1919
R. O. Walker	L. I. City	Thibaut & Walker Co. (Varnishes)	Nov. 25, 1919
N. A. Wallace	L. I. City	Mgr., La France Soap & Perfume Co.	Mar. 15, 1920
*J. J. Walsh	Laurel Hill	Personnel Mgr., Nichols Copper Co.	June 24, 1919
R. Randel Wangeman	L. I. City	Ten Eyck & Wangeman	Dec. 6, 1918
Frederick H. Wappler	L. I. City	Treas. Wappler Electric Co. (Electric and X-Ray Apparatus)	Aug. 25, 1919
Fred A. Wasserman	Whitestone	Treas., Elandes Ribbon Co., Inc. (Silk Ribbon)	July 25, 1918
F. J. Weber	Jamaica	Photographer	Apr. 22, 1920
Richmond Weed	N. Y. City	Attorney	Charter
*William W. Weitling	College Point	Treas., American Hard Rubber Co.	Oct. 22, 1913
J. J. Wesley	L. I. City	Metropolitan Electric Mfg. Co. (Electrical Specialties)	July 25, 1918
Charles M. White	Jamaica	Mgr. and Treas., Paragon Plaster Co. (Wall Plaster)	Aug. 25, 1919
*Herbert F. White	L. I. City	Mgr., Plaza Branch Corn Exchange Bank	Feb. 20, 1920
*H. Winslow White	L. I. City	Pres., Columbia Paper Bag Co.	Jan. 12, 1916
George H. Wicke	Glendale	Pres., William Wicke Ribbon Co.	July 25, 1918
J. A. Wigmore	N. Y. City	Investments	June 2, 1911
W. J. Wilkinson	N. Y. City	Zeese Wilkinson Co. (Color Plates, Engraving, etc.)	Dec. 6, 1918
*George H. Willcockson	L. I. City	Vice-Pres., Loose-Wiles Biscuit Co.	Apr. 10, 1916
*Morris L. Willets	L. I. City	Sec'y Columbia Paper Bag Co.	Feb. 3, 1919
*Alex. S. Williams	L. I. City	Chairman of Board, Astoria Mahogany Co.	Charter
*H. Pushae Williams	L. I. City	Attorney; Pres., First Mortgage Guarantee Co.	Charter
*Remsen T. Williams	L. I. City	Vice-Pres., Astoria Mahogany Co.	Nov. 13, 1916
Timothy S. Williams	Brooklyn	Brooklyn Rapid Transit Co.	June 19, 1913
W. H. Williams	N. Y. City	Banker	Charter
*Donald Wilson	N. Y. City	Gen'l Freight Agt., Long Island Railroad	Oct. 5, 1916
*Odbert P. Wilson	L. I. City	Vice-Pres., Norma Co. of America (Ball Bearings)	Feb. 20, 1920
*Wilbur C. Witherstine	Jamaica	Mgr., Queens County Branch, Title Guarantee & Trust Co.	June 19, 1913
William O. Wood	L. I. City	Pres., N. Y. & Queens Co. Railway Co.	Oct. 7, 1914
*P. H. Woodward	N. Y. City	Gen'l Passenger Agt., L. I. Railroad	Apr. 9, 1920
*Ray P. Woodin	Jamaica	Mgr., Title Guarantee & Trust Co.	Apr. 13, 1914
C. Curtis Woodruff	L. I. City	C. Curtis Woodruff & Co. (Builders and Contractors)	Aug. 16, 1916
Walter Burnett Woodruff	L. I. City	Treas., John T. Woodruff & Son (Builders)	Jan. 26, 1917
George E. Woods	L. I. City	Astoria Light, Heat & Power Co.	Nov. 3, 1911
Frederic E. Wright	L. I. City	Pres. Weldrite Co., Inc.	Apr. 22, 1920
*I. H. Wright	Jamaica	Mgr., N. Y. Telephone Co.	June 16, 1916
Frank W. Yager	Flushing	Yager & Wagner (Coal, Wood, Masons' Supplies)	Jan. 4, 1918
William T. Yale	Jamaica	Vice-Pres., Yale Land Co.	Dec. 8, 1911
H. Yellin	College Point	Eureka Rubber Co.	Jan. 12, 1920
*Nicholas P. Young	L. I. City	Young & Metzner (Bags and Bagging)	Dec. 19, 1916
C. J. Zimmerman	N. Y. City	Pres., Carbola Chemical Co.	Aug. 25, 1919

Plural Memberships

If you desire to cooperate with the prominent business men and public spirited citizens of Queens Borough, fill out the following and mail to the office of the Chamber.

- - - -



That the Queensboro Chamber of Commerce is keeping pace with the wonderful industrial, commercial, financial and residential growth of the Borough, can be readily seen by this chart indicating an increase from 55 charter members in 1911 to 625 members in April 1920.

While our goal for this this year is 800 members, it is evident that at the present rate of growth the membership will soon be numbered by the thousands.

For Every Food Occasion

there is a SUNSHINE BISCUIT to do its full share in making that occasion a success.

For example. "Tak-hom-a Biscuit" is supreme for Sandwiches—"Splits-in-two"—no crumbs—an exclusive feature.

SUNSHINE BISCUITS are baked in Queens at the Wonder Bakery with the Thousand Windows.

Loose-Wiles Biscuit Company

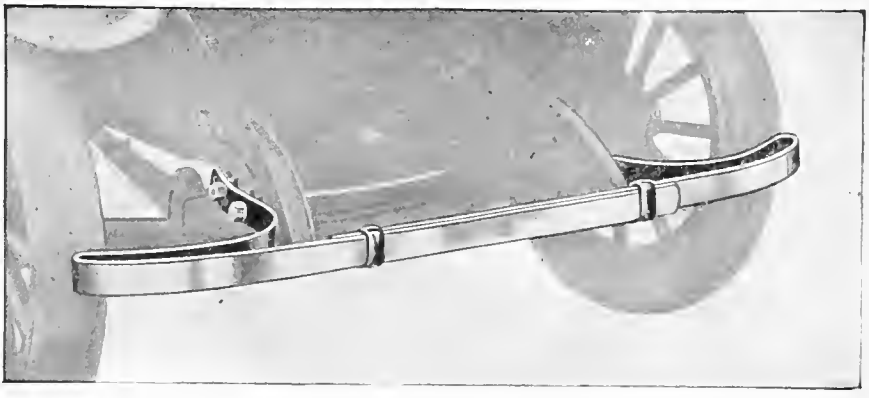
Branches in over 100 Cities.

Bakers of

Everymeal Sunshine Biscuits Everyday

THE LYON SPRING BUMPER

THE BEST SELLING AUTOMOBILE ACCESSORY IN THE UNITED STATES
—OVER 1,000,000 SOLD ANNUALLY



WHEN YOUR CAR IS EQUIPPED WITH LYON BUMPERS YOU ARE ALLOWED 15% ON COLLISION INSURANCE.

MANUFACTURED EXCLUSIVELY BY

METAL STAMPING COMPANY
LONG ISLAND CITY

JOHN F. GALVIN, PRESIDENT

Telephone 926 Astoria

Established 1860

JOHN T. WOODRUFF & SON

BUILDERS

WALTER B. WOODRUFF

1 Bridge Plaza
Long Island City

Meeting Conditions

Our two hundred million dollars of resources are adequate to deal with the largest financial enterprises.

We place no limit on our service within the bounds of sound banking.

Whatever our customers demand of us in the way of modern banking service, we are prepared to give willingly, definitely and with the efficiency and dispatch of a fully equipped, well balanced organization.

The growth of our customers' business finds us ready and waiting to fill their larger needs.

Come in and let us help you with your problems.

BANK OF THE MANHATTAN COMPANY

CHARTERED 1799

40 Wall Street — 31 Union Square

Richmond Hill	Jamaica	Long Island City
Woodhaven	Far Rockaway	Flushing
Ridgewood	Rockaway Beach	Corona
Fresh Pond	Seaside	College Point
	Elmhurst	

BANK OF LONG ISLAND SAFE DEPOSIT COMPANY
AT QUEENS OFFICES

Mortgage Loans

FIRST MORTGAGE GUARANTEE COMPANY

(First Mortgage Guarantee Company Building)

15 BRIDGE PLAZA NORTH

LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK

First Mortgages and Mortgage Certificates Guaranteed as to Principal and Interest Netting 5½% to purchaser

125 ACRES WITH WATER FRONT

DEEP WATER AT BULKHEAD LINE
CONVENIENT TO TROLLEY LINES
FIVE CENT FARE TO NEW YORK CITY

SUITABLE FOR
HOME DEVELOPMENT, MOVING PICTURE PURPOSES, OR LARGE MANUFACTURING PLANT

KOUWENHOVEN ESTATES, INC.

15 BRIDGE PLAZA
LONG ISLAND CITY, N. Y.

TELEPHONE ASTORIA 1874-5

IRVING FOR ANCHORS

MISC. IRON & STEEL FORGINGS

PATENTED NOV. 26, 1912 IRVING SUBWAY TRADE MARK VENTILATED FLOORING

AND

PATENTED IRVING SAFSTEP TRADE MARK

Catalogs 2A63 and 2CI

IRVING IRON WORKS CO.

LONG ISLAND CITY, N. Y.

Jackson Heights
PLAN OF TENANT-OWNERSHIP
OF GARDEN APARTMENTS

IS THE IDEAL APARTMENT HOME OWNERSHIP PLAN

Jackson Heights is the ideal place to live, with its Tennis, Golf and other outdoor amusements, and its vigorous Community Life.

Jackson Heights is only 20 minutes by Rapid Transit from midtown Manhattan.

To reach Jackson Heights: Take the Queensboro Subway at 42nd Street Subway Station (Corona Line) direct to 25th St. station.

THE QUEENSBORO CORPORATION

Jackson Heights Office
Opposite 25th St. Subway Station
Telephone Newtown 2361

Manhattan Office
50 E. 42d St., Cor. Madison Ave.
Telephone Murray Hill 7057

Long Island City——Bridge Plaza North
Telephone Astoria 801

VISIT the most rapidly developing section of Greater New York and see some of our attractive residences and factory sites. Transportation and shipping ideal. A little time spent in investigating this section will be time well spent. My office is at your service.

GEORGE J. RYAN

Real Estate, Mortgage Loans and Insurance

46 JACKSON AVENUE, (Near 4th Street)

LONG ISLAND CITY, N. Y.

Telephones 3451 and 3452 Hunters Point

APPRAISER OF REAL ESTATE

250 ACRES ON FLUSHING BAY-EAST RIVER

4000 FEET OF DEEP WATER FRONT

7½ MILES FROM HERALD SQUARE

IDEAL FOR LARGE MANUFACTURING PLANTS

Long Island--Pennsylvania R. R. and N. Y. & Queens Trolley pass through the property. 5 cent fare to heart of N. Y. City.

Labor in this section, in fact throughout Queens, has not joined in making such abnormal demands as have been made in other sections of the country where munitions were manufactured. The greater number of industrial workers own their own homes and are not affected by the unusually high living costs prevailing in other localities. Existing homes, and plans for further and quick housing, assure the same conditions in the future.

CONVINCING PROOF—Following companies with thousands of employees immediately surround this property: American Hard Rubber Company, Nathan Manufacturing Co., Empire Art Metal Co., Inc., Kleinert Rubber Co., L. W. F. Engineering Co., Rainier Motor Truck Co., Chilton Paint Works, College Point Boat Corp., Hunter Illuminating Sign Co., National Chain Co., International Oxygen Co., Red Star Shipbuilding Corp., Beacon Falls Rubber Shoe Co., S. W. Rubber Co., The Master Machine Works, and others.

Population of 50,000—Flushing, College Point, Whitestone—all within 2 miles.

For full information inquire

JOHN W. RAPP

EMPIRE BUILDING
2nd Ave., and 9th Street

COLLEGE POINT, LONG ISLAND
Telephone 1000 Flushing

The Corn Exchange Bank

NEW YORK

ESTABLISHED 1853

BEAVER AND WILLIAM STREETS

Member of

Federal Reserve System and of New York Clearing House

Capital and Surplus, $12,000,000

Net Deposits, $150,000,000

The Trust Department acts as Executor, Trustee, Administrator, Guardian, Agent and Depository of Securities.

FORTY-THREE BRANCHES IN GREATER NEW YORK

BRANCHES LOCATED IN QUEENS BOROUGH

Astoria Branch	Plaza Branch
75 FULTON AVENUE, ASTORIA	BRIDGE PLAZA AND ACADEMY STREET

Steinway Ave. Branch

252 STEINWAY AVENUE

Flushing Branch	Queens Co. Branch
116 MAIN STREET, FLUSHING	JACKSON AVENUE AND 4TH STREET

Accounts Respectfully Solicited

What About a Trustee For Your Estate?

By making the American Trust Company Trustee, experts who thoroughly understand local conditions will supervise and conserve the principal as well as see to it that the income is promptly paid to the legatees.

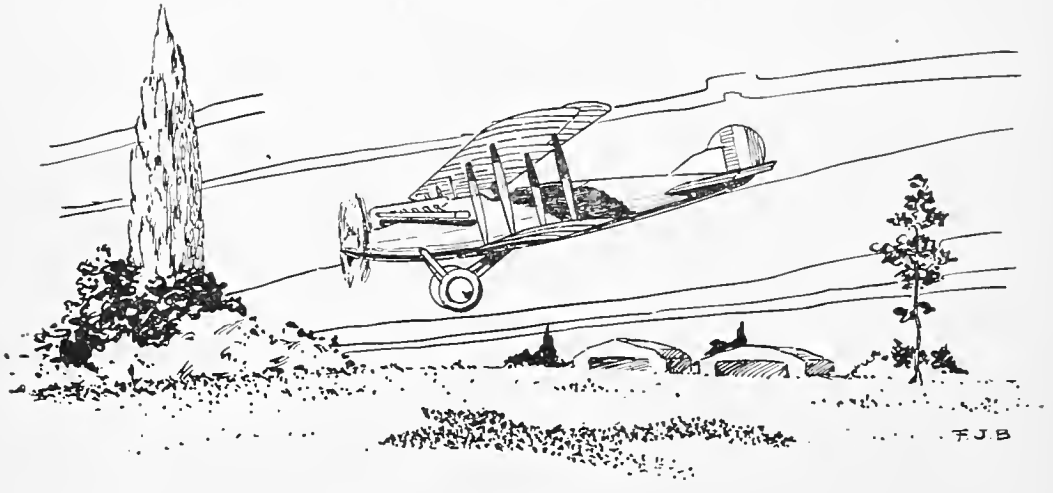
Our Bank is ready to meet your every need, and our officers are always at the service of the busy man, or woman, who desires advice.

The American Trust Company

Bridge Plaza North, Long Island City

In Jamaica: 375 Fulton Street
In Brooklyn: 203 Montague Street
In Manhattan: 135 Broadway

AIRPLANES



THE·L·W·F·ENGINEERING COMPANY, INC.
COLLEGE POINT, NEW YORK

GREENWAY TERRACES AND FOREST HILLS INN.

Forest Hills Gardens

is the property of the Sage Foundation Homes Company and is recognized to be the most comprehensive accomplishment in garden city or model town planning yet undertaken in America.

Lest confusion and an indefinite impression exist as to just what Forest Hills Gardens is and represents, and in order to confute any opinion that it has been developed and undertaken with certain charitable or philanthropic objects in view, it is well to state that this is not its aim.

Forest Hills Gardens is a high-class suburban residential community conducted upon strictly business principles. It is a new type of high-class home community not to be confused with the usual ephemeral development filled with absurb fancies and individual idiosyncracies.

It is a successful project along garden city or model town planning lines and contains the basis of a liberal education in this work.

Residents of Queens Borough particularly should visit Forest Hills Gardens and become familiar with this great progressive undertaking, located in their Borough.

SAGE FOUNDATION HOMES COMPANY

Forest Hills, L. I., and 47 West 34th Street, Manhattan

TYPICAL SEMI-FIREPROOF DWELLINGS.

LONG ISLAND CITY
INDUSTRIAL :: PROPERTIES

Conveniently located to Dual Rapid Transit System; Also locations with Rail and Water facilities

HENRY DUCHARDT
10 EAST 43RD STREET, NEW YORK

IRON AND STEEL
BARS AND SHAPES
BURDEN IRON PRODUCTS
NORWAY AND SWEDISH IRON

ROUNDS SQUARES FLATS HEXAGONS
TOOL STEEL
COLD DRAWN STEEL
ANGLES TEES BEAMS CHANNELS
HOOPS BANDS PLATES SHEETS
BLACK AND GALVANIZED

ESTABLISHED 1829
EGLESTON BROS. & CO., INC.
166 SOUTH STREET, NEW YORK CITY
Cable Address: Egleston, N. Y.

LATHAM LITHO & PRINTING CO.

THE above picture is a preliminary sketch of our new Long Island City Plant which we are expecting to build during 1920, to add to the Industry and Beauty of Queens Borough, and to take care of our increasing need of space and facilities.

And our purpose is to have a building of some beauty and attractiveness, something to properly express the Advertising Value and the Art Value of our product. Our main product is

Billboard Posters

such as you see along the roads and highways everywhere, called 24-sheet Posters. Our special Facilities and Equipment along this line are the biggest and best in the country.

Many of our customers say that we are making the best Billboard Posters that are produced, as to Advertising Art and Design, and as to quality of Paper, of Colors, and of durability of Inks.

We are making at present about 40% of all the Commercial Posters produced in the country—due alone to our special and superior knowledge and facilities along that line. Our further specialties are:

Window Displays, Cut-outs, Hangers, Car Cards, Show Cards,

and other such Advertising Material.

Until we get into our new plant, our address is

Bush Terminal **Brooklyn N. Y.**

LATHAM LITHO & PRINTING

BRUNSWICK TIRES

SURE FOOTED

ON ALL ROADS IN ALL WEATHER
FABRICS CORDS

Win Absolute Confidence
By Unvarying Performance

The Choice of Motorists
Who Know Quality.

MORE MILES
BETTER SERVICE
REAL ECONOMY

MADE BY

THE BRUNSWICK-BALKE-COLLENDER CO., OF NEW YORK

39 W. 32nd St., New York, N. Y.

DEALERS EVERYWHERE

ALBERT B. TEN EYCK
SEC'Y-TREAS

R. RANDEL WANGEMAN
PRESIDENT

TELEPHONE 150 151 ASTORIA

TEN EYCK & WANGEMAN, INC.

104 MAIN STREET — LONG ISLAND CITY, N. Y.

Realty Investments
Estates Managed
Insurance
Renting

REPRESENTING

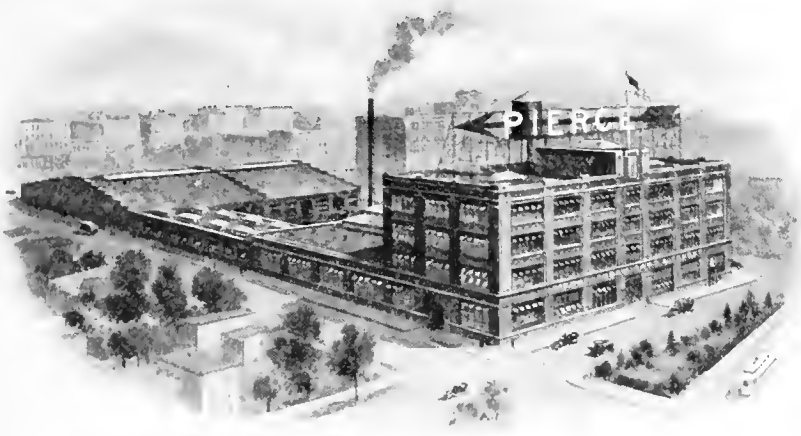
Aetna Casualty & Surety Co. — Massachusetts F. & M. Ins. Co.
Aetna Life Ins. Co. — Niagara Fire Ins. Co.
The Automobile Ins. Co. — Reliance Ins. Co.
London Assurance Corporation — Westchester Fire Ins. Co.
Hudson Insurance Co.

ALBANY, N. Y.
ASHEVILLE, N. C.
BALTIMORE, M. D.
BOSTON, MASS. (2)
BROOKLYN, N. Y.
BUFFALO, N. Y.
CHICAGO, ILL.
CLEVELAND, O.
E. CAMBRIDGE, MASS.
HARLEM, N. Y.
INDIANAPOLIS, IND.

LOUISEVILLE, KY.
LONG ISLAND CITY, N.Y.
NASHVILLE, TENN
NEW HAVEN, CONN.
NEW YORK, N. Y.
ONEIDA, N. Y.
PHILADELPHIA, PA.
PITTSBURG, PA.
ROCHESTER, N. Y.
SCRANTON, PA.
SYRACUSE, N. Y.
WASHINGTON, D. C.

MAIN OFFICE:
Metropolitan District
Jackson Avenue - Bridge Plaza
LONG ISLAND CITY, N. Y.

National Casket Company



The Pierce-Arrow Service Building in Long Island City is located on Jackson and Freeman Avenues at 5th and 6th Avenues, and extends through to Webster.

Giving Greater New York
A Greater PIERCE ARROW

Greatness in a motor car or truck depends partly upon perfected service. And the Pierce-Arrow in New York has at its beck and call the best-equipped service station in America.

Its 200,000 square feet of floor space are equipped with modern machinery and every facility to give Pierce-Arrow owners prompt and valuable service. A complete stock of supplies and parts, valued at more than $175,000, is constantly carried.

Experienced mechanics, trained in Pierce-Arrow construction at the Buffalo factory, are here to look after your passenger car or truck.

These unusual facilities cut down the time required for adjustments, replacements and overhauling. They mean better continuous results from all Pierce-Arrows in this territory.

Whoever puts a Pierce-Arrow to work in New York has as good a car or truck as can be built, backed up by as efficient a service as can be created.

HARROLDS MOTOR CAR COMPANY

Salesrooms:

New York City: 233 West Fifty-Fourth Street

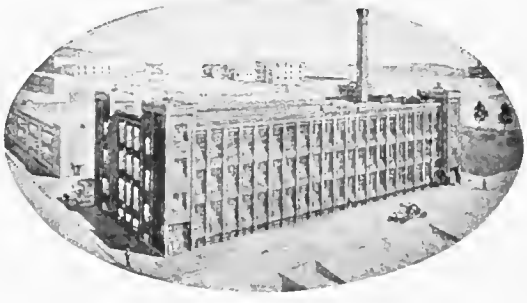
Brooklyn: 1119 Atlantic Ave. Poughkeepsie: 57 Market St.

ACORN SILK CO
REGISTERED

PLANT:
Freeman Avenue and William St.
Long Island City

Acorn Silk Company

N. Y. OFFICE AND SALESROOM:
334 Fourth Avenue
New York City



Emil Calman & Co.
100 William St. New York

FACTORY
Vernon & Harris Aves.
Long Island City

Manufacturers of the highest grades of

Enamels Varnishes
Baking Japans
Etc.

ESTABLISHED
1850

Tel. 390 391 Astoria

VOSKA, FOELSCH & SIDLO, INC.

OFFICE & FACTORY

Mills St. Astoria, L. I.
Near 92nd St. Ferry

Marble Work of Every Description

Joseph J. Kozak
Pres.

Henry E. McLoughlin
Vice-Pres. & Treas.

KOZAK & McLOUGHLIN, INC.

LADIES FOOTWEAR

Factory: 14th St. & Governor Place
Long Island City, N. Y.

Tel. Hunterspoint 191

THE MANHATTAN-ROME COMPANY is the New York branch of the Rome Metallic Bedstead Company, of Rome, New York. The concern operates similar branches in Baltimore, Boston and Chicago.

The Manhattan-Rome Company itself operates branches in Albany Buffalo, Newark, New Haven, Philadelphia, Rochester and Wilkesbarre. This entire division is supplied from the factory in Long Island City and handled as a sales-unit from the show rooms in the Marbridge Building.

Rome Products-metal beds, springs cots, couch-beds and hammocks are recognized as standard throughout the country.

MANHATTAN-ROME COMPANY

LONG ISLAND CITY, NEW YORK

Sales Offices:
Marbridge Bldg.
47 W. 34th St.
New York City

Factory:
Anable Avenue
Long Island City

DEFENDER MANUFACTURING CO., INC.

PEARSON STREET—DEGNON TERMINAL

LONG ISLAND CITY

MANUFACTURERS OF

SHEETS, PILLOW CASES,

BED SPREADS, ETC.

Queensborough Lumber Co., Inc.

LUMBER AND MASONS' MATERIALS

FLUSHING YARD
40-80 West Bradford Avenue
Telephone 3386 Flushing

BAYSIDE YARD
Park Avenue and 2nd Street
Telephone 63 Bayside

WHITESTONE YARD
11th Avenue and 22nd Street
Telephone 1646 Flushing

For More Than Half a Century

This Triangle Trade-Mark

WD C TRADE MARK

HAS IDENTIFIED

The World's Best Pipes

MANUFACTURED BY

WM. DEMUTH & CO.

NEW YORK

FIVE POUNDS NET
JACK FROST
TABLET
SUGAR
JACK FROST
JACK FROST
TABLET SUGAR
The tablet which appeals to discriminating people. Each piece white, pure and perfect
Of uniform size. No chips in the box,
no waste on the table - - - - -
100% Pure Cane Sugar
THE NATIONAL SUGAR REFINING CO.
OF NEW JERSEY
129 Front Street, New York

"ARMOR"

REG. U. S. PAT. OFF.

QUALITY BOILER ARCHES AND JAMBS, SIDE WALL AND BRIDGE WALL BLOCKS.

GREENPOINT FIRE BRICK CO.

Office: 111 Clay Street, Brooklyn

Branch: Borden Avenue, L. I. City

Docks--EAST RIVER

Harris Avenue to Englis Street

Telephones 4151-4152 Hunters Point

YOUNG & METZNER

Bags and Bagging

OFFICE AND FACTORY:

321 to 379 Vernon Avenue

LONG ISLAND CITY

N. Y.

1855 1920

J. & T. ADIKES

Grain Seeds Flour

Produce Feed Groceries

JAMAICA FLUSHING

TOP NOTCH

BEACON FALLS

RUBBER FOOTWEAR

Made with patented *heels that last as long as the soles.* Rubbers and canvas shoes with rubber soles that fit better, look better and wear better than the ordinary kind. That's why they are *Top Notch.* Look for the *Top Notch* cross trade mark.

BEACON FALLS RUBBER SHOE COMPANY

College Point, Long Island, New York,

New York City 106 Duane Street

Forest Hills

"IN the Borough of Queens, twelve minutes from Pennsylvania Station, New York City, eighty-seven trains daily. Twenty-five minutes by trolley from Long Island City. Fifteen minutes by automobile from Long Island City on Queens Boulevard. Houses for sale--houses built to order--Lots for sale--easy terms."

OFFICES

Cord Meyer Development Co.

52 William Street, Manhattan

Forest Hills, Borough of Queens, L. I.

Telephone 6256 Forest Hills

TIFFANY STVDIOS

ORNAMENTAL BRONZE AND IRON WORK

Entrance and Vestibule Doors, Gates and Archways, Marquises, Candelabra, Bank Screens, Check Desks, Tablets, Clocks, Stair Railings, Elevator Fronts and Cars, Andirons, Statuary Bronze, Etc.

LIGHTING FIXTURES

Chandeliers, Wall Brackets, Entrance Torcheres, Ceiling Discs and Tiffany Lighting Glassware

CORONA, LONG ISLAND, N. Y.

QUEENS HEADQUARTERS FOR

Lumber, Timber
and
Builders' Supplies

5,000,000 ft. Stock of Long and Short Leaf Yellow Pine and Spruce, Rough or Dressed.

All sizes from 1" x 2" Furring Strips to 14" x 14" Timber.

Steerco Sand and Gravel Mixture, Sand, Stone, Gravel, Cement, Brick, Lime, Brick Partitions, Etc.

STEVEDORING AND TRUCKING

Hunterspoint Lumber & Supply Co., Inc.

Degnon Terminal, L. I. City, N. Y.

Phone 2986-7-8 Hunterspoint

ONE THIRD OF OUR BUSINESS

comes from Queens County through our Jamaica Office in the Post Office Building, and its all good business.

WE WANT MORE OF IT!

We examine and guarantee Titles to Real Estate and we make Loans on building operations and homes.

See Mr. Jacobs, our Manager in Jamaica, and he will give you courteous and prompt attention.

HOME TITLE INSURANCE Co
of NEW YORK

Capital and Surplus, over $1,200,000

HENRY J. DAVENPORT, President
HARRY B. HAWKINS
DWIGHT COMSTOCK } Local Board

Home Office:--383 Jay Street, Brooklyn, New York

BUY IN QUEENSBOROUGH

SHEET METAL PRODUCTS

ARC, OXY-ACETYLENE, ELECTRO-SPOT

WELDING

SEND US YOUR BLUE PRINTS
FOR
QUOTATION

THE HUNTER ILLUMINATED CAR SIGN CO.
FLUSHING, - NEW YORK

JUST ENTERING QUEENS

THE KNOTT HOTELS

KEW GARDENS INN

Just completed at Kew Gardens, Long Island, is our latest hotel, thoroughly modern and up to date. Operated on the residential American plan

UNDER KNOTT MANAGEMENT

NOW OPERATING IN NEW YORK CITY

HOTEL HOLLEY	HOTEL ALBERT	HOTEL WELLINGTON
HOTEL EARLE	HOTEL IRVING	HOTEL LE MARQUIS
HOTEL JUDSON	THE BERKELEY	THE VAN RENSSELAER

Write or Phone Manager for Rates

GEO. H. WARTMAN, Manager

Telephone Richmond Hill 3892

A VITAL SHAVING TRUTH

Does your razor shave "clean and smooth" one day, then scrape and pull the next?

Rust causes the difference. Every razor blade has a fine "saw" edge. You cannot wipe it absolutely dry. Lather and moisture cause invisible rust to form over night between the microscopic teeth of the razor edge. This destroys its keenness and makes the razor pull. A drop or two of 3-in-One prevents this rust. Before tomorrow morning's shave do this:

Moisten tip of thumb and finger with a drop of 3-in-One and draw edge of razor blade between. That's all.

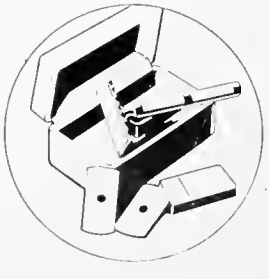
3-in-One Oil

puts real joy into your shaving. Effective for both old style and safety razors.

To make your strop take hold of the razor better, rub a few drops of 3-in-One into it occasionally. You'll notice the difference at once.

FREE Special Razor Saver Circular and generous sample of 3-in-One, sent anywhere without charge. Ask for both on a postal card.

3-in-One is sold at all stores in 1 oz., 3 oz. and 8 oz. bottles and in 3 oz. Handy Oil Cans.



Three-in-One Oil Co., 165 AER. Broadway, New York City

MAHOGANY

LUMBER and VENEERS

ASTORIA MAHOGANY COMPANY, INC.

Mills and Yards:
LONG ISLAND CITY

New York Office:
347 MADISON AVE.

JURGEN RATHJEN COMPANY

Wholesale and Retail Dealers in

ANTHRACITE | COAL | BITUMINOUS

WE SPECIALIZE IN FACTORY TRADE

COAL POCKETS

Foot of Twelfth Street and Vernon Avenue
Telephone 3456-3457 Hunterspoint

Jackson Avenue and Madden Street
Telephone 769 Astoria

Phone and Ask Us to Have Our Representative Call

AERO VIEW OF LAURELTON

Laurelton — Long Island

THE GARDEN SUBURB IN NEW YORK CITY

Unexcelled Transit - All Public Utilities
A well developed community on the south side of Queens Borough
Wonderful shade trees and beautiful flowers
Highly restricted but moderately priced
Twenty-five minutes from Manhattan

LAURELTON SALES COMPANY, Inc.

LAURELTON BUILDING
Thirty-third Street and Seventh Avenue
Phone 1119 Greely *Office on Property*

TYPICAL LAURELTON HOMES

"SERVICE THAT PLEASES"

Henry M. Dietz

REAL ESTATE
Homes and Factory Sites

Mortgage Loans Negotiated General Insurance

390 NINTH AVENUE

LONG ISLAND CITY, N. Y.

LONG ISLAND FOUNDRY CO.,
INCORPORATED

Heavy and
Light Grey
IRON CASTINGS

11th and 12th Streets
Near East Avenue
Long Island City, N. Y.
Telephone Hunterspoint 1794

Lots, Plots, Houses, Factory Sites
and
Water Fronts
In Long Island City and Vicinity

FOR SALE BY

ROE H. SMITH & CO.

137 Fulton Ave.
Long Island City, N. Y.

An Institution for Service

The Greatest Service Station for Motor-driven Vehicles in the World! The Packard Motor Car Company of New York has brought a great institution to the Borough of Queens.

A modern building of eight stories, containing 326,650 square feet of floor space devoted to the upkeep of motor cars and trucks.

Employment is given to over 650 persons who have ideal working conditions, including a restaurant and other up-to-date methods for the welfare of its employees.

This great institution serves both the individual and the business organization. It brings cars and trucks from all over Greater New York and Westchester County to the Borough of Queens.

It serves practically every line of business, from those who handle the raw material to those who market the finished product.

THE PACKARD MOTOR CAR COMPANY
of NEW YORK

Long Island City, New York

New York
Brooklyn
White Plains
Poughkeepsie

Newark
Paterson
Plainfield
Jersey City
Hartford

New Haven
New London
Springfield
Pittsfield

"One policy of The Home of New York recommends another."

ELBRIDGE G. SNOW, President

THE HOME INSURANCE COMPANY NEW YORK

ORGANIZED 1853

Home Office: No. 56 Cedar Street

Cash Capital, $6,000,000.00

Statement, January 1, 1920

Cash Assets, - - -	$54,595,060.31
Cash Capital, - - -	6,000,000.00*
Liabilities, - - -	32,769,093 99
Net Surplus, - - -	15,825,966.32*
Surplus As Regards Policyholders,	21,825,966.32*

Aircraft, Automobile (Combination Policy), Explosion, Fire and Lightning, Hail, Marine (Inland and Ocean), Parcel Post, Profits and Commissions, Registered Mail, Rents, Rental Values, Riot and Civil Commotion, Sprinkler Leakage, Tourists' Baggage, Use and Occupancy, Windstorm

STRENGTH REPUTATION SERVICE

DICKEL
Construction Co.

Builders of
Model Homes

Real Estate Investments

Guaranteed
first mortgages for sale

Money to loan
for first mortgages

73 DENNINGTON AVENUE
WOODHAVEN, N. Y.
Phone 634 Richmond Hill

United States Title Guaranty Company

WE are now offering investors guaranteed *First Mortgage Certificates* netting 5½% per annum in amounts of $500.00 and upwards.

Come in and let us explain the merits and convenience of this ideal form of guaranteed investment.

32 Court Street, Brooklyn
'Phone 7370 Main
346 Fulton Street, Jamaica
'Phone 700 Jamaica

Koh-i-noor

TRIUMPH FASTENER

Pat. Waldespring

REG. U.S. PAT. OFF.

UNDER the direction of specialists from the Prague plant of Waldes & Co., this factory in Long Island City—equipped with exclusive and patented machinery — is now producing the **Koh-i-noor Triumph Snap Fastener.**

the fastener used and endorsed by the world's leading fashion creators.

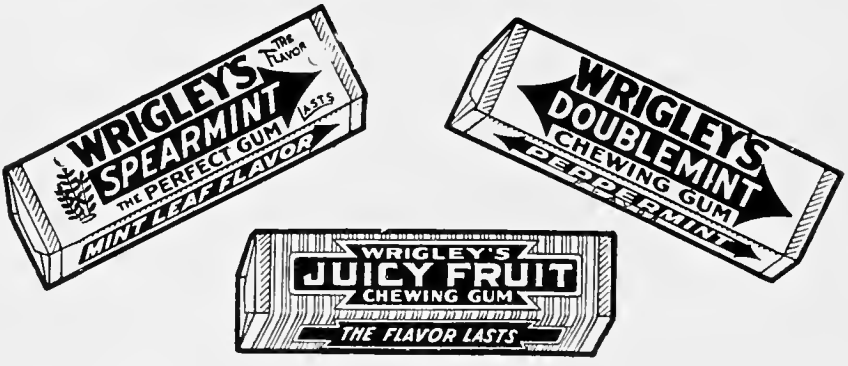
WALDES & CO., Inc.

FACTORY:
Creek Street and Anable Avenue
Long Island City
SALES OFFICES:
315 Fifth Ave.
New York City

The Largest Snap Fastener Plant In America

WRIGLEY'S

SEALED TIGHT—KEPT RIGHT



THE FLAVOR LASTS

WM. WRIGLEY JR. CO.

METROPOLITAN AND WOODWARD AVES.

BROOKLYN, N. Y.

To Purchasers of Real Estate

Buyers of Improved Real Estate in any Borough of the City who need a Loan to finance their purchase would do well to consult us first.

We have ample funds to lend on New York City real estate.

TITLE GUARANTEE & TRUST CO.

Capital - - - $5,000,000
Surplus - - - $11,000,000

176 Broadway 137 W. 125th Street
370 E. 149th Street 175 Remsen Street
BROOKLYN
350 Fulton St., Jamaica
67 Jackson Ave., L. I. City
90 Bay Street, St. George, Staten Island

C. CURTIS WOODRUFF & CO.

MASON BUILDERS
GENERAL CONTRACTORS

213 Tenth Street
LONG ISLAND CITY, N. Y.

Phone 2646 Hunters Point

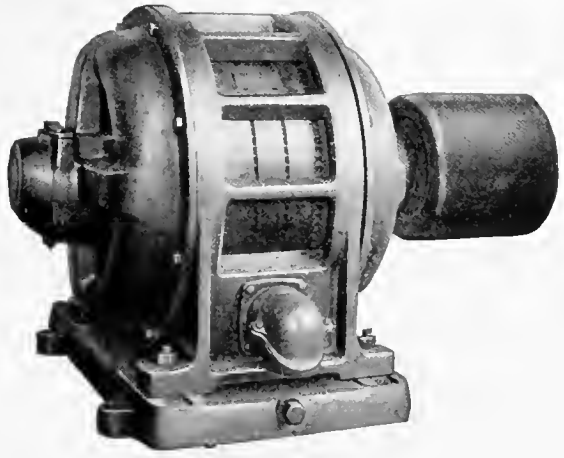
HOMES AND HOME SITES

At

HOWARD BEACH

The Most Accessible Surburan Community In New York City.

HOWARD ESTATES DEVELOPMENT COMPANY
51 Chambers St., N. Y. City



Electrical Service to Industry

AS Electrical Engineering Specialists we are prepared to meet every electrical requirement of industry in accordance with the highest standard of engineering practice.

The installation of complete power in a new factory, the entire revision of an existing system to meet new conditions, the successful application of electric power to unusual or difficult manufacturing processes, planning and installing an up-to-date lighting system, meeting promptly all maintenance requirements of our customers--all these are in the day's work.

We are dealers in General Electric Company motors and control apparatus and carry the only stock in the Borough of Queens of these motors which are recognized as a standard of efficiency and reliability.

AUSTIN & MOORE, Inc.

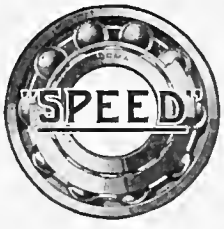
Industrial Electrical Engineers

BRIDGE PLAZA, LONG ISLAND CITY

Warehouse and Shop at Wilbur Ave. and Crescent St.

Telephone { Office: Astoria 592 / Shop: Astoria 906

"NORMA"
PRECISION
BALL BEARINGS
(PATENTED)



THE NORMA COMPANY
OF AMERICA
Anable Avenue
Long Island City
New York

Ball, Roller, Thrust and Combination Bearings

GLASS

OF ALL DESCRIPTION
For Building Construction

GLASS
For Automobile Bodies
and Wind Shields

GLASS TOPS
For Furniture

Joseph Elias & Co., Inc.
LONG ISLAND CITY, N. Y.
Telephone Astoria 1100

THE NORTH SHORE

Offers the most convenient home for Long Island City and Queens manufacturers.

Let us send you a list of places to fit your requirements.

Several fine acreage places both on and near the water.

L'ECLUSE, WASHBURN & CO.
INCORPORATED

NORTH SHORE SPECIALISTS

1 WEST 34TH STREET NEW YORK

TELEPHONE 2295 GREELEY

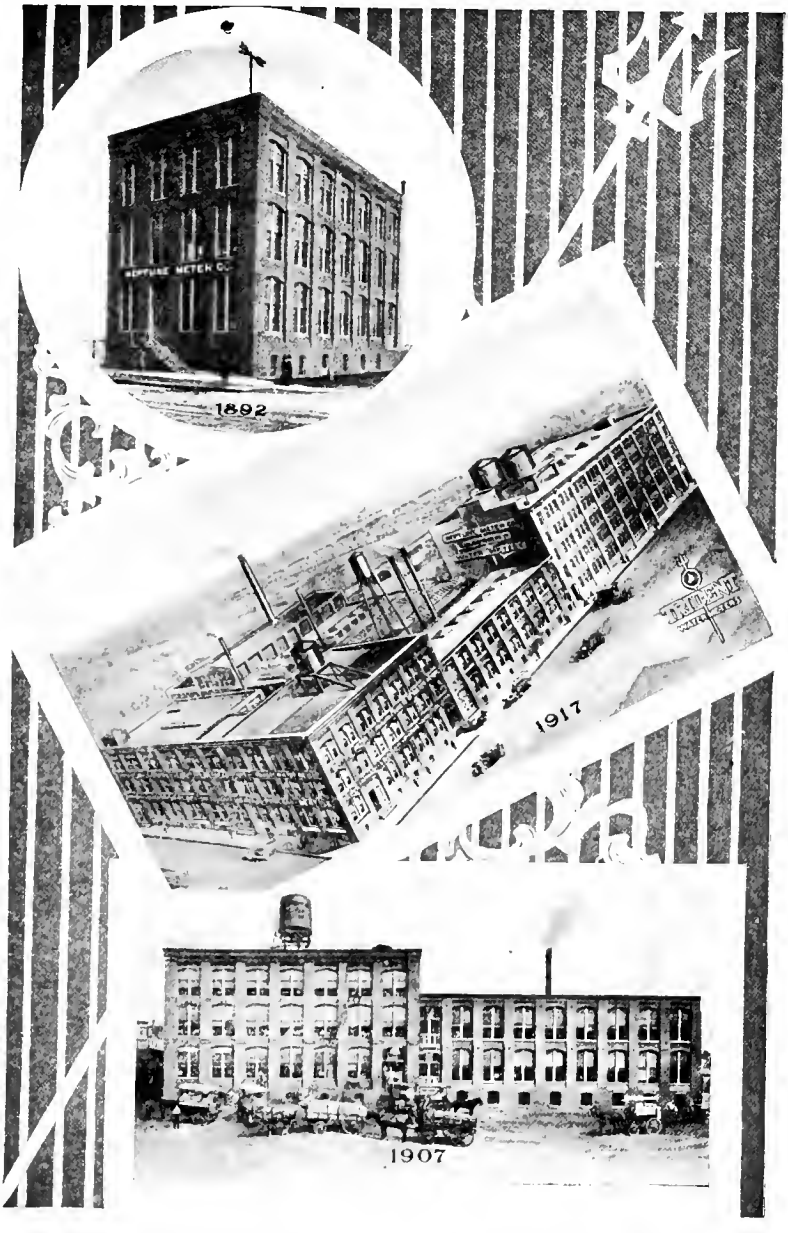
TELEPHONE
388 ASTORIA

GEORGE M. O'CONNOR

PLUMBING
CONTRACTOR

Steam and Hot Water Heating

154 FULTON AVENUE
ASTORIA
NEW YORK CITY



Twenty-seven years ago the Neptune Meter Company foresaw the present great development of Queens Borough.

Foresight has been backed by faith and energy with the result pictured.

NEPTUNE METER COMPANY

American Ever Ready Works

OF NATIONAL CARBON CO., Inc.

Long Island City, N. Y.

MANUFACTURERS OF

EVEREADY

DAYLO, "TUNGSTEN" BATTERIES, MAZDA MINIATURE LAMPS, ELECTRICAL MEASURING INSTRUMENTS, NON-SULPHATING STORAGE BATTERIES

Don't ask for a "Flashlight" get an

EVEREADY DAYLO

The light that says "THERE IT IS"

Tiffin
NEW YORK

"CANDIES OF DISTINCTIVE QUALITY"

THE noticeable superiority of Tiffin Chocolates is the result of the selection of the finest materials, the exact blending of rich cream, with nuts, and pure fruits, and their exceptional combination with the wonderful chocolate coating.

Distinctively Delicious.

Tiffin Candies may be purchased at the finer stores and at Tiffin Shops.

TIFFIN PRODUCTS, Inc.
Jackson and Second Avenues
Long Island City, N. Y.

STEINWAY

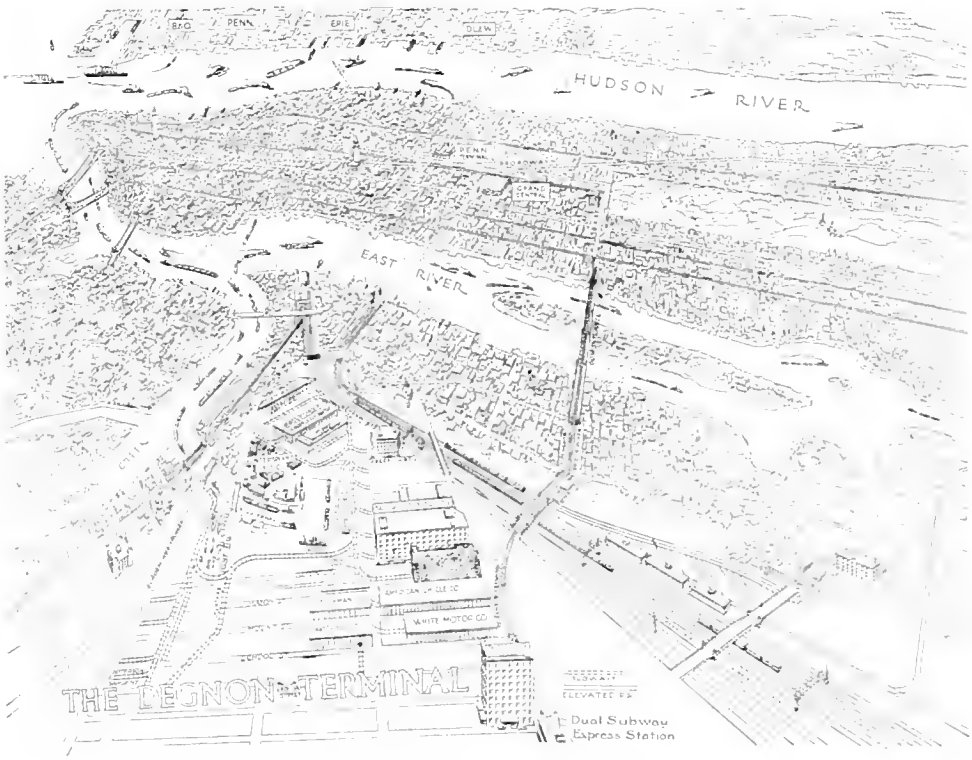
The Instrument of the Immortals

There has been but one supreme piano in the history of music. In the days of Liszt and Wagner, of Rubinstein and Berlioz, the pre-eminence of the Steinway was as unquestioned as it is today. It stood then, as it stands now, the chosen instrument of the masters—the inevitable preference wherever great music is understood and esteemed.

STEINWAY & SONS, Steinway Hall,
107-109 E. 14th St., New York

Subway Express Stations at Door

"Made in Queens Borough"



A GLANCE AT THE ABOVE TELLS OUR STORY

ALL RAILROADS AT YOUR DOOR--
CARTAGE ELIMINATED

Rapid Transit Service connecting with Boroughs of Manhattan, Bronx and Brooklyn for single fare.

Ten Minutes to Grand Central Station, Times Square and 59th Street and Fifth Avenue.

More factories have been located in this vicinity than any other part of Greater New York during the past year.

For Information Apply To
DEGNON REALTY AND TERMINAL IMPROVEMENT COMPANY
DEGNON TERMINAL RAILROAD CORPORATION
Telephone Vanderbilt 4087. 51 East 42nd Street, New York City.

(Opposite 42nd and 59th Streets, Manhattan)

THE HOME OF LARGE INDUSTRIES MANUFACTURERS

The following industries after investigating the advantages offered by DEGNON TERMINAL as a location for their plants; located there:

LOOSE-WILES BISCUIT COMPANY
AMERICAN EVER READY WORKS
THE WHITE COMPANY
JOHN SIMMONS CO.
THE CONCRETE STEEL CO.
NORMA CO. OF AMERICA
DEFENDER MFG. CO.
PITTSBURGH PLATE GLASS CO.
MANHATTAN SOAP CO.
HUNTERSPOINT LUMBER & SUPPLY CO.
WISSMACH GLASS CO.
AMERICAN CHICLE CO.
SAWYER BISCUIT CO.
S. BLICKMAN, INC.
BRETT LITHOGRAPHING CO.
HENRY WALDES CO.
MARCUS WARD, INC.
MANHATTAN-ROME CO.
PALMOLIVE CO.
FAHNESTOCK ELECTRIC CO.
OPERAPHONE CO.

AND OTHERS.

FACTORY SITES FOR SALE

In Plots Ranging from 4,000 sq. feet. to 200.000 sq. ft. in area.

WITH AND WITHOUT RAIL AND WATER SHIPPING FACILITIES

Convenient for trucking to Manhattan and Brooklyn

BUILDERS

SITES FOR APARTMENTS AND TENEMENTS

Adjoining the Above Industries

Employing over 8,000 workers who Require Homes.

Rapid Transit Lines on Two Sides of Degnon Terminal Reaching Manhattan, Brooklyn and Bronx for a single fare.

For Information Apply to

DEGNON REALTY AND TERMINAL IMPROVEMENT COMPANY

DEGNON TERMINAL RAILROAD CORPORATION

Telephone Vanderbilt 4087. 51 East 42nd Street New York City.

National Bridge Works

"STEEL WHEN YOU WANT IT."

Telephone
Hunters Point 3966
Hunters Point 3967
Hunters Point 3968
Hunters Point 3969
Hunters Point 3970

Main Office and Works:
REVIEW AVENUE, LONG ISLAND CITY
NEW YORK

Branch Sales Office: MERIDEN, CONN.

Plain and Fabricated Steel. Prompt and Dependable Service Assured Auto Truck Delivery

Minimum Stock on Hand. 6,000 Tons of Beams, Channels, Plates, Angles and Structural Bars

Shop is Modern and Well Equipped to Fabricate All types of Steel Structures

RUSH WORK A SPECIALTY.

PHONE -- GREENPOINT 807-808-809
NIGHT PHONE-GREENPOINT 2047

FIFTY-EIGHT YEARS AS STANDARD FOR QUALITY IN THE MANUFACTURE AND REPAIRS OF BOILERS AND PRESSURE TANKS

THE CHRISTOPHER CUNNINGHAM CO.

427-447 GREENPOINT AVENUE
BROOKLYN, N. Y.

BOILERS : PRESSURE TANKS

JACKETED TANKS, STORAGE TANKS, STACKS, FLUES, ETC.

LICENSED GASOLINE TANK BUILDERS

BOILER REPAIRS BY EXPERTS AT SHORT NOTICE

FRANCISCO & JACOBUS

ENGINEERS AND ARCHITECTS

New York City Chicago

Tel. { 1892 Hunters Point--Works
3260 Flushing--Night Service

ESTABLISHED - 1905
INCORPORATED - 1916

COLE-DUNCAN BOILER WORKS
INCORPORATED

****

Boilers, Tanks, Stacks, Breechings and Special Plate Work of Every Description.

Boilers Repaired and Retubed by Competent Workmen.

379--385 BORDEN AVENUE
LONG ISLAND CITY, N. Y.

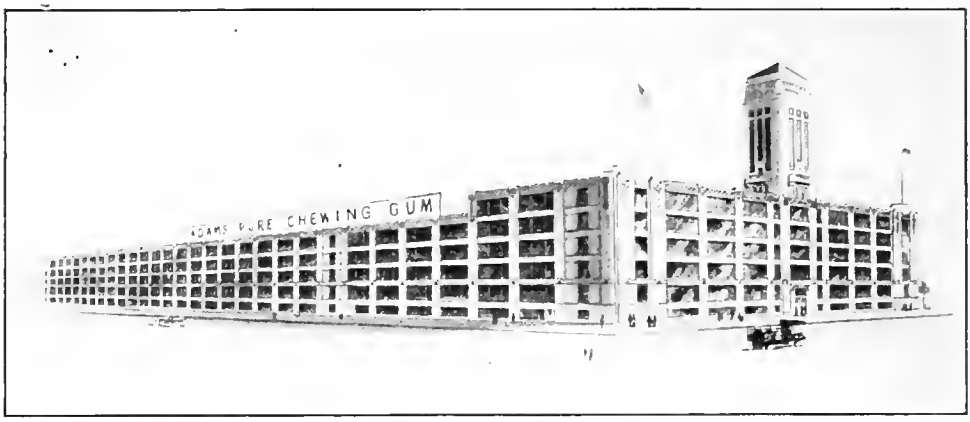
A. M. DUNCAN
Secretary and Treasurer

ROSENWASSER BROS.
INCORPORATED

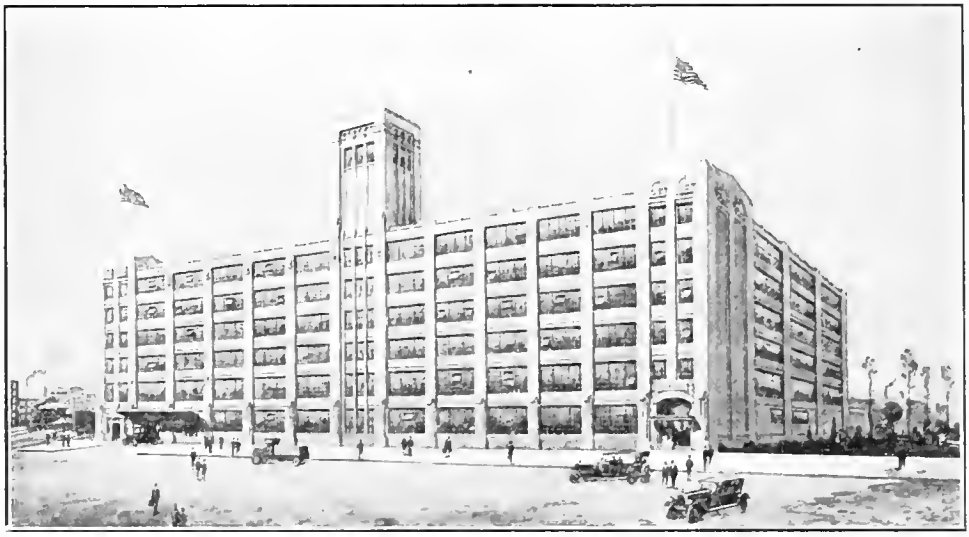
MANUFACTURERS

BOOTS, SHOES, LEGGINGS AND OVERGAITERS

EXECUTIVE OFFICES AND FACTORIES
LONG ISLAND CITY, N. Y.

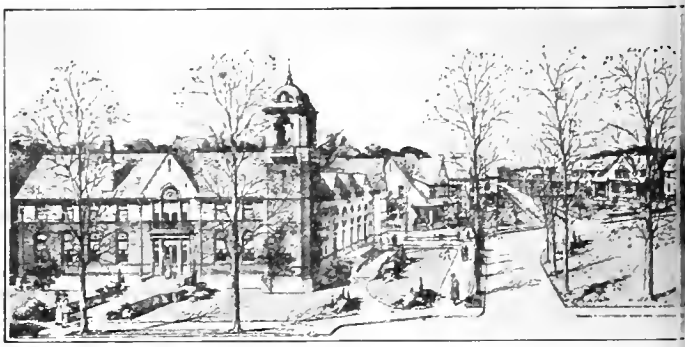


American Chicle Co., Long Island City



Anchor Cap & Closure Corp., Long Island City

Industrial Buildings
Process Equipments
Power Houses
Mechanical Equipment
Standardized Buildings

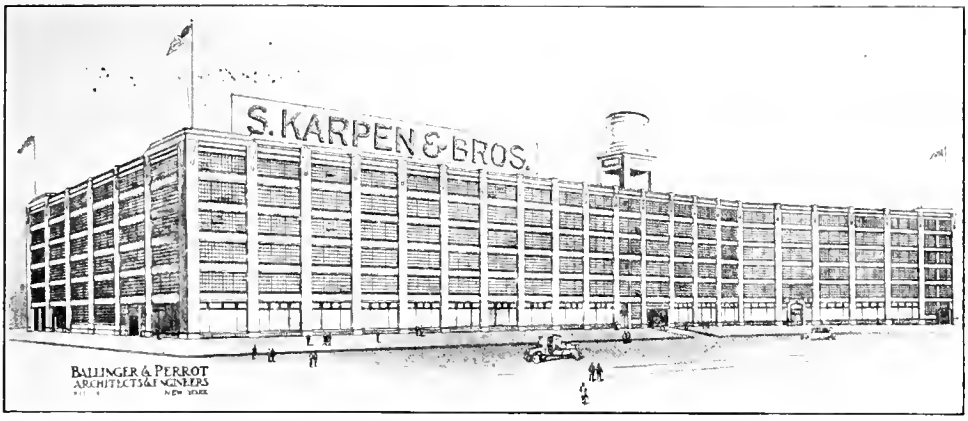


One of our Housing Developments

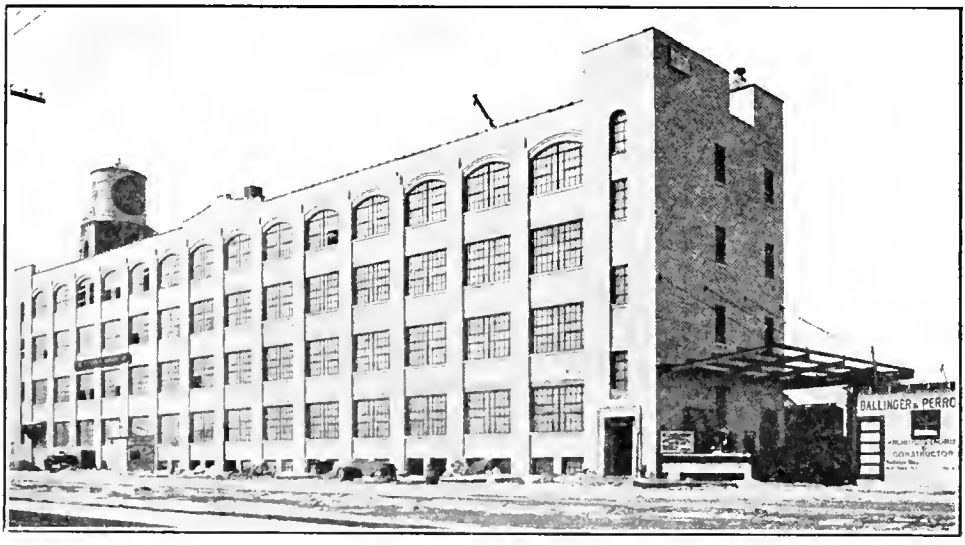
BALLINGER & PERROT

ARCHITECTS, ENGINEERS

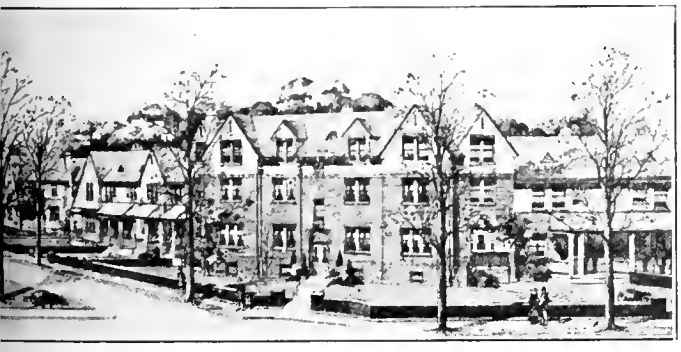
(Qualified b



S. Karpen & Bros., Long Island City



Patterson-Sargent Co., Long Island City



A View Across the Village Green

Hotels
Office Buildings
Institutions and Schools
Churches
Housing and Town
Planning

--NEW YORK & PHILADELPHIA
AND CONSTRUCTORS
26 years experience)

PHONE ASTORIA 101 ESTABLISHED 1890

A. Recknagel, Inc.

407—414 STEINWAY AVENUE
LONG ISLAND CITY

HARDWARE

FACTORY, MILL & CONTRACTORS' SUPPLIES

ROOFING TINSMITHS LEADERS

LIVE AT
BROADWAY
ON THE
HILL
FLUSHING

110 FEET ABOVE THE SEA

CHOICE BUILDING LOTS AND
PLOTS FOR SALE

MONEY ADVANCED
TO BUILD

ALLYN-HALL
REALTY CO.
320-322 FIFTH AVENUE

PHONE MADISON SQ. 1412

CROSS & BROWN COMPANY

18 East 41st St., New York City
Telephone Murray Hill 7100

Has Built and Sold Over 325,000
Square Feet
Of Fireproof Factory Space.
In Long Island City
125,000 Square Feet Now Under
Construction.

Will Build To Suit and Lease or Sell
On Easy Terms—
Location as Selected.

Factory and Factory Sites
With and Without Railroad Siding

We specialize in
Industrial Properties

FURNITURE MANUFACTURERS

REPLICAS FROM ENGLISH, FRENCH AND ITALIAN SCHOOLS

The Orsenigo Co.

INCORPORATED

Factory:
Skillman Ave. & Rawson St.
Long Island City

Showroom:
112 West 42nd Street
New York City

A Location Service For Manufacturers

¶ A complete listing of all available space, land or buildings, with and without railroad sidings, on waterfront and inland, in or near New York City.

¶ Clients of this office will finance and erect buildings on a long term lease, or sell the completed buildings on easy terms.

American Chicle Co.
Sawyer Biscuit Co.
Defender Mfg. Co.
Rome Metallic Bedstead Co.
The Aeolian Co.
and other leading manufacturers
located in Long Island City through

M&L HESS INC

Business Property
INDUSTRIAL DEPT.
907 Broadway, New York Telephone Stuyvesant 4200

ESTABLISHED 1880

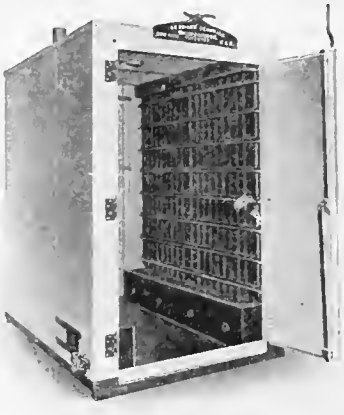
GEHNRICH

INCORPORATED 1915

OVEN TRUCK

OVEN BUILDERS
FOR
JAPANNING
ENAMELING
LACQUERING

GENERAL
SHEET METAL
WORK: RS



GEHNRICH INDIRECT HEAT OVEN CO., INC.

SKILLMAN AVE., HONEYWELL AND BUCKLEY STS.
LONG ISLAND CITY

FACTORY BUILDINGS

OF REINFORCED CONCRETE AND MILL CONSTRUCTION *ANYWHERE* IN GREATER NEW YORK

REPETTI, Inc.

I will erect buildings containing anywhere from 10,000 to 100,000 square feet of manufacturing space for any responsible prospective lessee.

I will build and sell the structure for a small cash consideration, taking a mortgage, to be amortized over an agreed period, for the balance. The plan will make it possible for the client to reduce rental overhead to approximately one-half present cost.

New Buildings I Have Erected in Queens Borough

(a) REPETTI, INC., 14th St. and Ely Ave., L. I. City
(b) FRUIT PRODUCTS, Washington and 6th Aves.
(c) PERFECT WINDOW REGULATOR CO., Harris and Van Alst Aves.
(d) PIROXLOID PRODUCTS CORP., 8th St., near Jackson Ave.
(e) C. H. MOTORS, Ely and Henry Sts.
(f) TRANSPORT SERVICE, INC., Harris Ave.
(g) GEHNRICH INDIRECT HEAT OVEN CO., Skillman Ave. and Honeywell St.
(h) C. E. SHEPPARD Co., Van Alst Ave. and 12th St.
(i) ART ORNAMENT CO., 3rd St. and Jackson Ave.

LOUIS GOLD

44 COURT STREET BROOKLYN, N. Y.

Phone Main 7050

MOTT PLUMBING

MOTT PLUMBING IS GIVING SATISFACTORY SERVICE
IN COUNTLESS INDUSTRIAL PLANTS THROUGHOUT THE COUNTRY

WRITE FOR OUR CATALOGUE OF MODERN PLUMBING EQUIPMENT FOR FACTORIES

THE J. L. MOTT IRON WORKS

118 FIFTH AVENUE, NEW YORK 115 BROADWAY, LONG ISLAND CITY

DONNER

HOUSE WRECKING CO., INC.

DEALERS IN

NEW AND SECOND HAND LUMBER

OFFICE AND YARDS:

ELY AVENUE AND NORTH JANE STREET

LONG ISLAND CITY, N. Y.

TELEPHONE ASTORIA 338

No matter where you go---there on the radiator caps of automobiles, trucks and tractors---you will find a Boyce Moto-Meter (the motor temperature indicator).

A good motor is worth keeping good, and that alone is the mission of the Boyce Moto-Meter.

Albion Boyce

THE MOTO-METER CO., Inc.

Long Island City New York

C. A. WILLEY CO.

MANUFACTURERS OF

WILLEYS SUPERFINE SPECIALTIES COLORS
C CO&CH R
TRADE MARK

Automobile Paints, Colors
Varnishes, Etc.

LONG ISLAND CITY
NEW YORK

Knickerbocker Ice Company

Howell, Field & Goddard, Inc.

MANUFACTURERS OF

Standwell Standardized Steel Covered Doors and Combination Steel Bucks, Jambs and Trim

LATITE ASPHALT SHINGLES
Patented
Cost Less to Buy
Cost Less to Lay
THAN ANY OTHER GOOD ROOF

OFFICES AND FACTORY:
Review Avenue, L. I. City
Telephone 1901 1902 Hunters Point

The NAME of KARPEN

Karpen Guaranteed Furniture
CHICAGO
MICHIGAN CITY-NEW YORK

distinguishes our Furniture from the ordinary

S. KARPEN & BROS.

DESIGNERS — MANUFACTURERS

SHOWROOMS
111 W. 37th St., New York City
8th St. & Wabash Ave., Chicago, Ill.

FACTORIES
Chicago
Michigan City Long Island City

GIBSON'S
MODEL STUCCO HOME DEVELOPMENT
AT ELMHURST MANOR
WITH AUTO DRIVEWAYS

The Perfect Low Priced American Home

Designed and constructed for the Homeseeker
who desires the best at the least cost

The Ideal Home Place for the Children

Well Drained, Sewered, Convenient to Schools
Churches, Stores and Amusements

W. R. GIBSON

BUILDER AND DEVELOPER

OFFICE AND BUILDINGS

Burnside Avenue and Thirty-Seventh Street

Elmhurst Manor, L. I.

PHONE NEWTOWN 2073

JUDSON A. HARRINGTON

INDUSTRIAL REAL ESTATE

FACTORIES — LOFTS — WATER FRONTS — LOTS

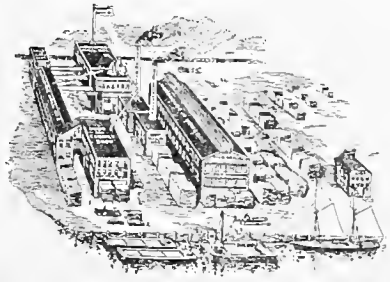
Queens Borough a Specialty

FOURTEEN YEARS' ACTIVE EXPERIENCE

ALL LOCATIONS AND INDUSTRIAL TERMINALS ANALYZED (FROM AN ABSOLUTELY IMPARTIAL STANDPOINT) ACCORDING TO THE CUSTOMER'S REQUIREMENTS

52 VANDERBILT AVE., NEW YORK

TELEPHONE CONNECTION



Isaac Baer, President
Meyer Weisberg, Treasurer

Telephone
Astoria 433

The Weisberg-Baer Co.

Highgrade INTERIOR WOODWORK
Window Frames, Sash and Doors

BOULEVARD TO EAST RIVER
LONG ISLAND CITY

TELEPHONE ASTORIA 1007
NIGHT RESIDENCE PHONES
LENOX 9318
ASTORIA 2970

J. KLEINHENZ
W. HUBER

QUEENS HAULAGE CORPORATION

MOTOR TRUCKING AND STORAGE

EXPORT HEAVY HAULING TO ALL PIERS OUR SPECIALTY.
ANY CAPACITY TRUCKS

1037-1039 BOULEVARD, ASTORIA, L. I.

LONG DISTANCE
RIGGING AND HOISTING

CASSIDY COMPANY

INCORPORATED

DESIGNERS AND MAKERS OF LIGHTING FIXTURES

101 PARK AVENUE
AT FORTIETH ST.
NEW YORK

FACTORY
15-21 WILBUR AVENUE
LONG ISLAND CITY

Largest Life Insurance Business in the World

METROPOLITAN LIFE INSURANCE COMPANY

(INCORPORATED BY THE STATE OF NEW YORK)

HALEY FISKE, President FREDERICK H. ECKER, Vice-Pres.

Total Amount of Outstanding Insurance - - - - - $5,343,652,434
Larger than that of any other Company in the World.

Ordinary (annual premium) Life Insurance paid for in 1919 - $910,091,087
More than has ever been placed in one year by any Company in the World.

Industrial (weekly premium) Insurance paid for in 1919 - $508,590,405
More than has ever been placed in one year by any Company in the World.

Total Insurance placed and paid for in 1919 - - - $1,418,681,492
The largest amount ever placed in one year by any Company in the World.

Gain in Insurance in Force in 1919 - - - - - - $914,140,618
More than ever has been gained in one year by any Company in the World. The Company gained more insurance in force in 1919 than any other Company wrote.

Number of Policies in Force December 31, 1919 - - - 21,770,671
Larger than that of any other Company in America.

Gain in Number of Outstanding Policies - - - - - 1,986,410
Larger than any Company in the World has ever gained in one year.

Assets - - - - - - - - - - - - - - $864,821,824.55

Increase in Assets during 1919 - - - - - - - - $89,367,126.27
Larger than that of any other Company in the World.

Liabilities - - - - - - - - - - - - - $835,736,487.38

Surplus - - - - - - - - - - - - - $29,085,337.17

Number of Claims paid in 1919 - - - - - - - 289,125
Averaging one policy paid for every 30 seconds of each business day of 8 hours.

Amount paid to Policy-holders in 1919 - - - - - - $73,581,759.91
Payment of claims averaged $505.93 a minute of each business day of 8 hours.

Metropolitan Nurses made 1,300,883 visits free of charge to 256,000 sick Industrial Policy-holders.

Metropolitan men distributed over Twelve Millions of pieces of literature on health—
Bringing the total distribution to over 200,000,000.

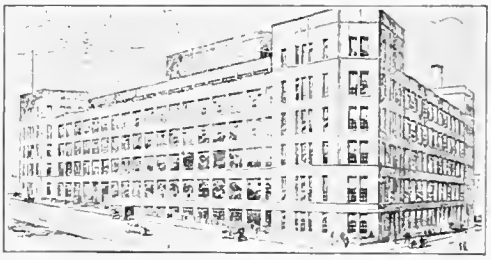
Reduction in general mortality at ages 1 to 74 in eight years, 17.9 per cent.

Typhoid reduction, 69 per cent.; Tuberculosis, over 33 per cent.; Heart disease, over 23 per cent.; Bright's disease, over 25 per cent.; Infectious diseases of children over 46 per cent.

In general reduction and in each case of disease, this is far greater than that shown by statistics of the Registration Area of the United States.

Death Rate for 1919 on its Industrial Business lowest in History of Company.

See Pages 87 and 212 for illustrations of our new Printing and Binding Plant in Long Island City.



THE BOROUGH'S NEWEST INDUSTRY

BOOK MANUFACTURING

Located in the New, Up-to-the-Minute

METROPOLITAN LIFE BUILDING

Court Square, Long Island City

AFTER DECEMBER 1st, 1920

J. F. TAPLEY COMPANY

ESTABLISHED 1850

NOW AT

531-3-5 West 37th Street, Manhattan

Mailing Container of this book supplied by

BFS

BROCKWAY-FITZHUGH-STEWART-INC.

DECATUR ST. AND IRVING AVE.

BROOKLYN, NEW YORK

Makers of

Labels-Folding Boxes-Fibre and Corrugated Shipping Containers.

This publication was bound by a Queens Borough industry—J. F. Tapley Company;

Daily Star

QUEENS' NEWSPAPER

Home of Long Island Star Publishing Co.
Star Square, Radde and Henry Streets

Devoted to the Civic Social and Manufacturing Development of

QUEENS BOROUGH

Advertising the wants of its people
Insisting on the rights of its citizens
And encouraging the growth of its manufacturing
This Star has not been dim since 1864

To reach the people of Queens
Advertise in the *Daily Star*

PRINTING, BOOKBINDING

LARGEST PLANT IN QUEENS

Commercial. Social and Legal Printing of Every Character

THIS BOOK IS FROM OUR PRESSES

WHEN YOU NEED PRINTING OUR ADDRESS IS

STAR SQUARE

RADDE AND HENRY STREETS. LONG ISLAND CITY

TELEPHONE 1900 ASTORIA

Long Island Star Publishing Company

This publication was printed by one of the oldest Queens Borough industries—Long Island Star Publishing Company.

JAMAICA PROPERTY CORP.

THEODORE J. VAN HOREN, PRESIDENT

Telephone Jamaica 878

Sutphin Boulevard and Jamaica Avenue

JAMAICA, NEW YORK CITY

Lots - Plots - Acreage - Factories

Residential Property

ON THE HILL BY THE LAKE NEAR THE BAY

Properties Sold, Rented, Exchanged

Lots for Builder on Terms

SALES AGENT FOR

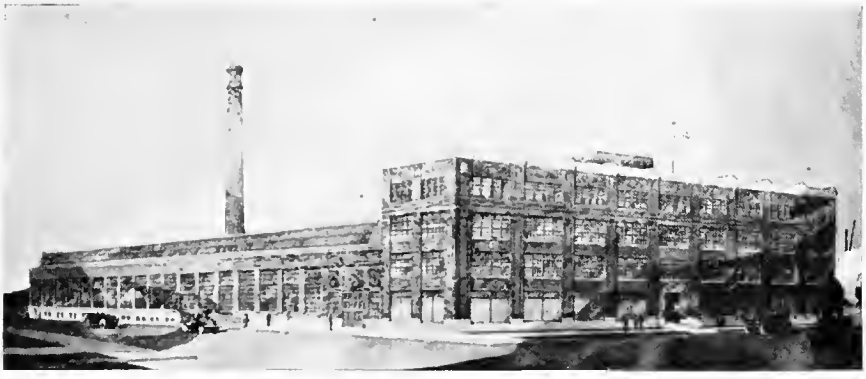
Jamaica Park South
Athens Heights
Sutphin Park
Jamaica Villa Park
Arcadian Terrace
Jamaica Harbor Plaza

ESTABLISHED 1844

BRETT LITHOGRAPHING CO.

FINE OFFSETT COLOR PRINTING

ANABLE AVENUE, PEARSON AND MEADOW STREETS



Queensborough

AND

The White Company

This company enters the industrial life of Queensborough with the establishment of its New York Branch selling offices, service station and Foreign Department offices in a new building now being completed at School Street and Thomson Avenue, Long Island City.

To serve the entire metropolitan district, the installation and maintenance service available to users of White Trucks has been highly developed. Every facility has been provided to give White users a 100% transportation service and to take care of the steadily increasing demand tor White Trucks.

THE WHITE COMPANY

Cleveland

New York Branch: Madison Ave. at 45th Street

The Plant Back of th

STATION No. 1—FLUSHING

ELECTRIC

An important factor in determi

These modern distributing stations are typic

ADEQUATE an

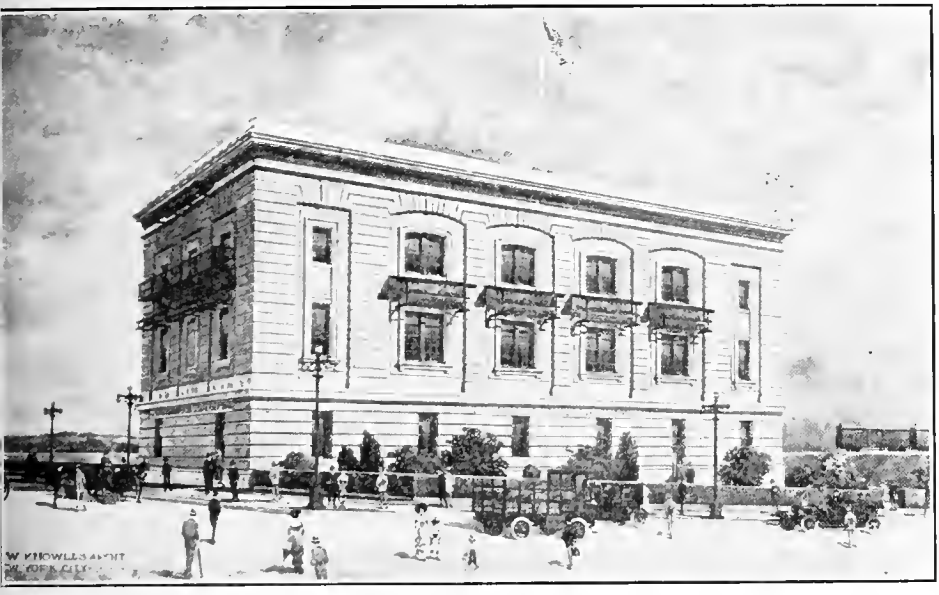
i

Low Rates

Borough of Queens

NEW YORK & QUEENS
ELECTRIC LIGHT & POWER CO.

lectric Power Service



STATION No. 2—JAMAICA

POWER

g the location of your factory

the plant and equipment which provide

ELIABLE POWER

ıe

New York City

Unlimited Capacity

BRIDGE PLAZA, LONG ISLAND CITY

J. P. DUFFY CO.

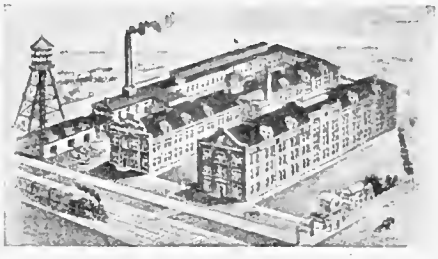
BRICK - LIME - CEMENT

TERRA COTTA BLOCKS
AND OTHER
MASONS' BUILDING MATERIAL

ASTORIA YARD:
JACKSON AVE. AND MADDEN ST.

Brooklyn:
Second Ave. and 51st St.

New York.
138th Street & Park Avenue



WM. WICKE RIBBON CO.

GLENDALE, L. I.

Phone Hunterspoint 2070

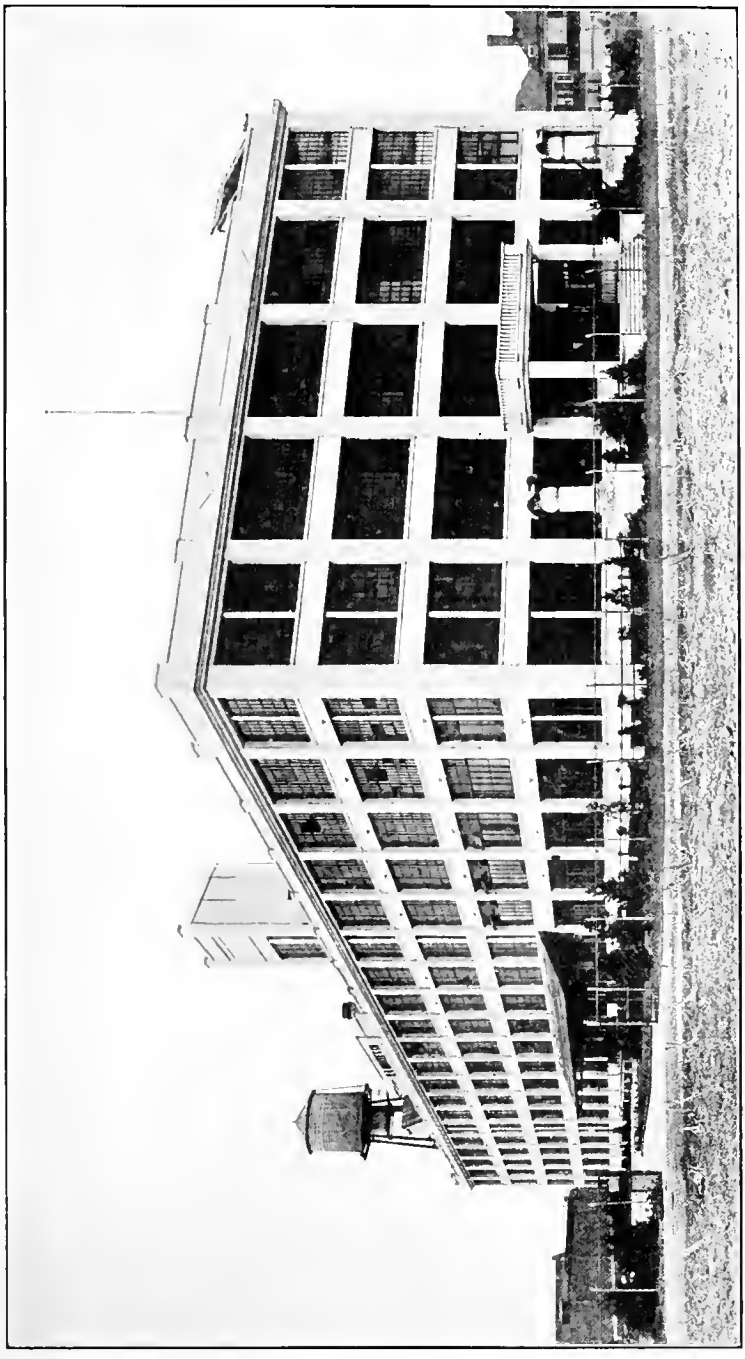
QUINN ELECTRIC CO.

ELECTRICAL MACHINERY
AND APPARATUS REPAIRED

Expert Rewinding
A. C. and D. C. Motors
and Generators

Maintenance, Repairs, Contracting
and Installation

150 JACKSON AVENUE
LONG ISLAND CITY



E. R. DURKEE & CO.—ELMHURST, L. I.
SPICES AND CONDIMENTS

TRANSPORT SERVICE, INC.

HARRIS AVENUE AND SHERMAN ST.

LONG ISLAND CITY, N. Y.

Gasoline & Electric Vehicles
Motor Trucks
Pleasure Cars
Parts
Motor Repair & Rebuilding
Commercial and Pleasure Bodies.
Painting, Trimming and Upholstering
Machine Shop
Blacksmith Work
Carburetor Service
Magneto Service
Battery Service
Garage
Emergency Service

Roadside Repair and Towing. Day and Night.
Auto Trucks
Storage Warehouses
Export and Import
Shipments and Freight Collections from all Piers and Terminals in Greater New York.
Carload Lot Spot Distributions a Specialty.
Out of Town Accounts Solicited.
Merchandise Transported to all Parts of the World.
Custom House License No. 202.

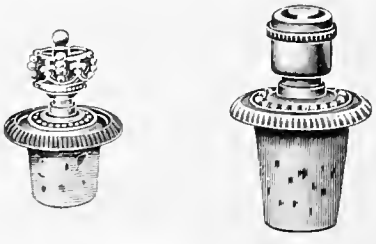
TELEPHONE ASTORIA 1881—1882

The Ronzoni Macaroni Co.

INCORPORATED

612--616 Jackson Avenue
Long Island City, N. Y.

IMPERIAL METAL MFG. CORP.



81-3-5 SUNSWICK ST., L. I. CITY
MFRS. OF SPRINKLER TOPS AND METAL SPECIALTIES

GRADY MFG. CO.

250-256 Ely Ave.
Long Island City

METAL POLISHES
LIQUID AND PASTE

NON-INFLAMMABLE AND INFLAMMABLE

FREDERICK A. RUSSELL, MANAGER

NEWTOWN CREEK TOWING CO.

RIVER AND HARBOR TOWING

BOATS SUPPLIED WITH POWERFUL PUMPS FOR FIRE OR WRECKING PURPOSES AND TESTING BOILERS

BOATS LAY UP AT HUNTERS POINT BRIDGE

MAIN OFFICE
9 JACKSON AVE., LONG ISLAND CITY

MAIN OFFICE TELEPHONES DAY AND NIGHT {3841 / 3842} HUNTERS POINT

DAY AND NIGHT TOWING

Arleigh

The New Home Colony

Fifteen Minutes from Grand Central Subway Station. 5c. Fare.
100 Acres Under Development.
Adjoining the New 60 Acre Million Dollar Water Front Park.

100 HOUSES NOW BUILDING

Six and seven rooms, with heated garage and private driveway. Colonial brick, parquet floors, white enamel trim, hot water heat, tiled bath and kitchen.

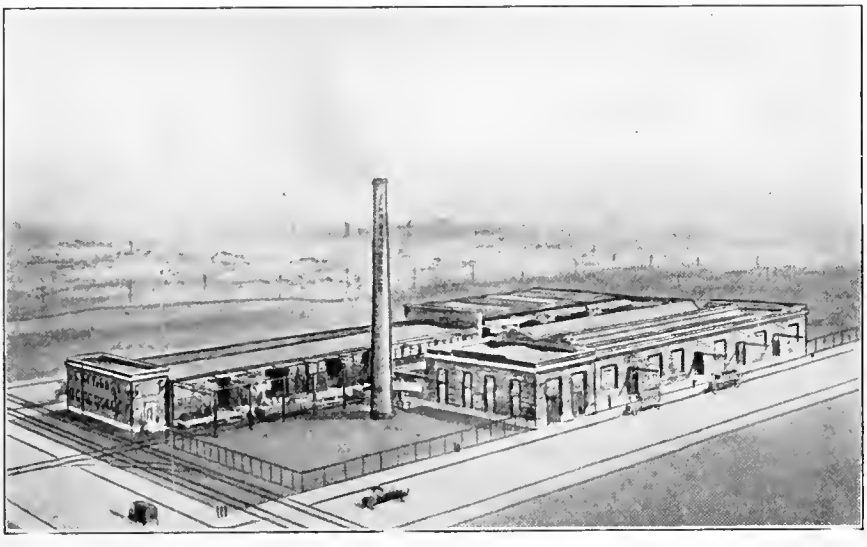
Take Queensboro Subway train from Grand Central Subway Station, direct to the property, one block from Ditmars Avenue Station.

By motor, from Queensboro Bridge follow left branch of Elevated road to Ditmars Avenue Station.

Send for photographs, floor plans and particulars. Brokers protected.

Rickert-Brown Realty Co.

Tel. Murray Hill 1190 52 Vanderbilt Avenue



NEW QUEENS BOROUGH PLANT OF

JOHN SIMMONS CO.

(ONE CITY BLOCK)

LONG ISLAND CITY

For Expert Opinions
on
Queens
Borough
Real
Estate
Consult
Mr. Halleran
of the
Halleran Agency
Flushing, N. Y.

EDWARD SMITH & COMPANY
West Ave., 6th & 7th Sts.
Long Island City
New York

E.S.
1827
& CO

Varnish Makers
and
Color : Grinders

Phone Hunterspoint 4045
JOHN A. PETRY
87 Fifth Street
Long Island City, N. Y.

WASTE
AND
WIPERS
"ON - THE - SPOT" DELIVERY
20000 Lbs. in Stock

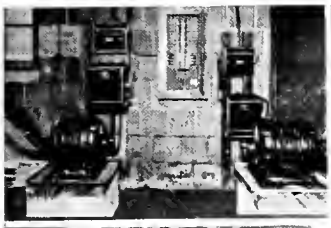
NEW YORK AGENT
HAGY BROTHERS, Inc.
PHILADELPHIA

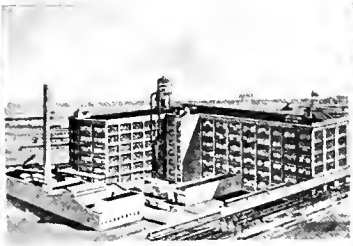
The *Brooklyn Daily Eagle*
Job Printing Department
Largest Plant in Brooklyn
and Long Island

INVITES your inspection and patronage. A staff of efficient and courteous representatives are at your service for consultation, advice, and estimates of cost.

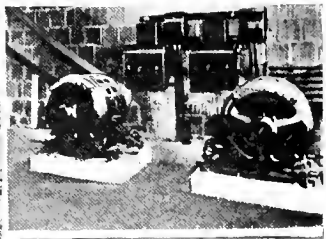
BOOKLETS
PROGRAMS
REPORTS
ART WORK
COLOR WORK
ENGRAVING

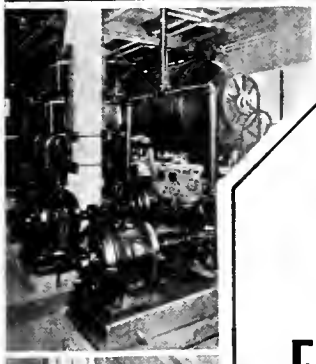
Fifth Floor, Eagle Building
Brooklyn, N. Y.
305 Washington Street
Telephone 6200 Main

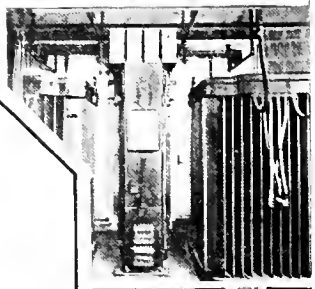




National Casket Co.







A Few
Electrical Installations
OF THE

H. B. K.
ELECTRIC COMPANY

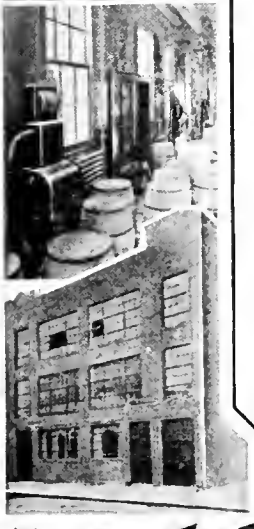
92 JACKSON AVENUE, LONG ISLAND CITY

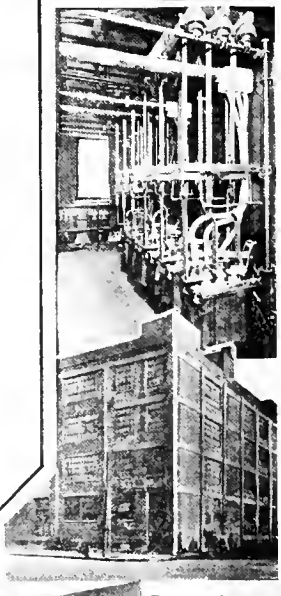
Industrial, Electrical Power and Lighting Installations

A Fully Equipped Modern Repair Shop for Motors and Electrical Apparatus

Westinghouse Agents in the Borough of Queens

Telephone
612 Hunterspoint





Art Ornament Co.

Liquid Carbonic Co.

Ronzoni Macaroni Co.

Organic Salt and Acid Co. Newark N.J.

Organic Salt and Acid Co. L.I.C.

G. Piel Co. Inc.

Adler Veneer Seat Co.

Hamilton & Chambers Co.

INCORPORATED

Engineers and Contractors

STEEL CONSTRUCTION

29 Broadway, New York City

DESIGNERS, FABRICATORS AND CONSTRUCTORS
OF
STEEL BRIDGES, BUILDINGS, TANKS, TOWERS,
SUGAR FACTORIES, WARE HOUSES AND
STORAGE BUILDINGS

TWENTY FIVE YEARS SERVICE SUPPLYING FACTORY AND INDUSTRIAL BUILDINGS OF STEEL OR CONCRETE; STEEL CONSTRUCTION IN BARGES, BRIDGES, TRESTLES, VIADUCTS, STACKS, TANKS, RADIO AND TRANSMISSION TOWERS, MINE SHAFTS AND HEAD FRAMES, STRUCTURAL STEEL SHAPES, REINFORCING STEEL, CORRUGATED STEEL AND STEEL SASH.

PHONE, WRITE OR WIRE FOR OUR REPRESENTATIVE
YOUR INQUIRIES WILL RECEIVE OUR IMMEDIATE ATTENTION

Lawyers Title and Trust Company

Capital - - - - - $4,000,000
Surplus and Profits - 5,994,552

Examines and insures titles to real property. Lends money on bond and mortgage. Sells first mortgages and mortgage certificates, guaranteed as to principal and interest; and first mortgages without guarantee.

Allows interest on deposits subject to check or on certificate. Designated depository for court funds and money of bankrupt estates. Acts as executor and trustee. Transacts all trust company business.

160 Broadway, New York

188 MONTAGUE ST., BKN. 44 COURT ST., BKN. 1354 B'WAY, BKN.
367 FULTON ST., JAMAICA, N. Y.
383 E. 149TH STREET, NEW YORK
160 MAIN ST., WHITE PLAINS, N. Y.

LONG ISLAND FINANCE CORPORATION

359 Fulton Street
Jamaica, N. Y.

Telephone Jamaica 100

ROBERT W. HIGBIE
PRESIDENT

HAMILTON A. HIGBIE
VICE PRESIDENT & TREASURER

WM. H. SHANNON
SECRETARY

MORTGAGE INVESTMENTS

Matching the Growth of Business

Entering the seventieth year of its service to business, the Irving National Bank has completed the circle of its functions by merger of its allied institution, the Irving Trust Company. The union is the natural outcome of close association and common ownership, now that the amendment of the federal bank law permits the two institutions to join forces without sacrifice of customer service.

To the friendly personal service which the Long Island City Office offered before the merger, the union of the two Irvings enables its officers to add the facilities and resources of the greater institution and to place at the disposal of depositors every modern banking service, national and international.

IRVING NATIONAL BANK

LONG ISLAND CITY OFFICE

BRIDGE PLAZA, LONG ISLAND CITY

EDWARD E. McMAHON, Jr.
MANAGER

THEODORE W. EGLY
ASST. MANAGER

TELEPHONE PLAZA 2149 ESTABLISHED 1892 TELEPHONE PLAZA 646

G. J. Staats

PLUMBING CONTRACTOR

733 Lexington Avenue, New York

Experience of more than a *QUARTER CENTURY* of Plumbing for Factories, Office Buildings, Terminals, Piers, Residences

Work Installed in Any Part of the United States

First National Bank

of Whitestone

Organized 1907

Capital - - - - - $56,000.00

Surplus and Undivided Profits - - - - $56,000.00

Every Facility to Depositors

Open Monday Evenings

TELEPHONE 1881 HUNTERS POINT

Sweeney & Gray Co.

ESTABLISHED 1893

MACHINISTS AND HYDRAULIC ENGINEERS

Artesian Wells

DRILLED AND DRIVEN

CORE, TEST, WASH AND FOUNDATION BORINGS FOR ARCHITECTS, ENGINEERS AND BUILDERS

INCREASED WATER SUPPLY BY OUR NEW METHOD

EXPERT REPAIRS TO WELLS

WORKS: 81-83-85 SIXTH ST., L. I. CITY, N. Y.

FOR

STANDARD GRADES

OF

BRICK--CEMENT

LIME

CALL ON

CLONIN & MESSENGER

LONG ISLAND CITY

Everything for the Automobile

THOROUGHFARE

GARAGE AND

AUTO SUPPLY CO.

QUEENS BOULEVARD AT ELMHURST

Oldsmobile AGENCY WITH SERVICE

DISTRIBUTORS FOR QUEENS OF THE FAMOUS

HOWE TIRES

THE CENTURY AUDIT CORPORATION

(Incorporated 1913)

ACCOUNTANTS and AUDITORS

FOR NUMEROUS ENTERPRISES IN QUEENS BOROUGH

41 Park Row
New York, N. Y.
Cortland 2142-3

MILES S. CHARLOCK
PRESIDENT

Buy Your Varnishes in Queens !

WE make a study of the requirements of individual manufacturers, and we might be able to improve the finish of your product

Varnishes for Automobiles, Furniture and Trim.
Black Baking Japans in All Grades.
Liquid and Japan Dryers that will Dry.
Exinolite, the All-Purpose Varnish

THE THIBAUT & WALKER CO.

MANUFACTURERS OF VARNISH SPECIALTIES

72—76 Ninth Street Long Island City, N. Y.

"Old Reliable"

"THE ONE TRUCK WORTHY OF THAT NAME"

OLD RELIABLE MOTOR TRUCK CORPORATION

LONG ISLAND CITY

Factory and Service Station
ELY AND HARRIS AVENUES

Manufacturers of

2½, 3½, 5 Ton Worm Drive Trucks
and 7½ Ton Chain Drive Trucks

Dump Trucks a Specialty

SERVICE AT YOUR DOOR

Affiliated with Chicago, Ill.

Established 1911

COMMERCIAL AND INDUSTRIAL PROPERTIES

Harvey B. Newins

INCORPORATED

522 FIFTH AVENUE

NEW YORK

VANDERBILT { 2962 2963 2964 2965

Matheson Lead Co.

Manufacturers of

White Lead
Flake White
Litharge
Red Lead
Orange Mineral

Office and Works
559--571 VERNON AVENUE
LONG ISLAND CITY, N. Y.

Edward Ruth, Jr.

4 Woodside Ave., Winfield, L. I.
Telephone 1847 Newtown

REAL ESTATE
INSURANCE OF EVERY DESCRIPTION
MORTGAGE LOANS

TELEPHONE ASTORIA 3300

PAYET

SILK DYEING CORPORATION

BOULEVARD AND WEBSTER AVENUE
LONG ISLAND CITY

DYERS AND FINISHERS

OF ALL CLASSES OF
SILK AND WOVEN TEXTILES AND
JERSEY CLOTHS

ALL GOODS INSURED AGAINST THEFT AND FIRE
DURING IN OUR POSSESSION
TWENTY MINUTES FROM THE SILK MARKET

H. J. MULLEN CONTRACTING CO.

INCORPORATED

Paving and
Sewer
Construction

JAMAICA NEW YORK

A NEW ARRIVAL

TO FILL THAT LONG NEEDED WANT

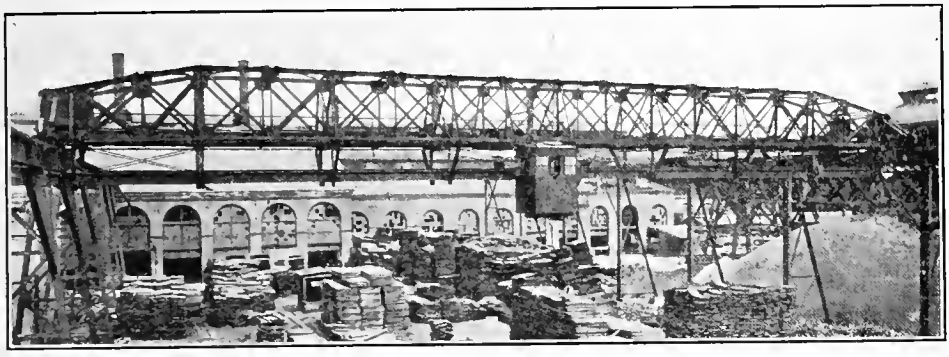
DROP IN AND SEE OUR LINE

Office Furniture
Filing Devices
Stationery
Printing

SADLIER-WALTERS CO.

Tel.,
Astoria 3020.

598 Jackson Ave.,
L. I. City



COLUMBIA
HOIST AND MACHINE CO.

ELECTRIC
CRANES AND HOISTS

LABOR SAVING
DEVICES

BORDEN AVE. L. I. CITY

LA COUR
IRON WORKS

ENGINEERS & CONTRACTORS
STEEL CONSTRUCTION

L. U. LA COUR, C. E.
S. J. DEVOE
E. V. VORM

BORDEN AVE. L. I. CITY

Telephone 211 Richmond Hill

EARL A. GILLESPIE

Lumber
and Trim

97th Avenue and 98th Street
WOODHAVEN JUNCTION
LONG ISLAND

Queens
Advertising Agency

48 Jackson Avenue
LONG ISLAND CITY

EXPERT SERVICE
FOR EVERY
ADVERTISING NEED

Telephones { 1458 / 3450 } Hunterspoint

BROOKLYN EASTERN DISTRICT TERMINAL COMPANY

QUEENSBORO TERMINAL---Located East River and 14th St., Long Island City. Shipments may be made through this Terminal in connection with the following roads:

New York Central	*Erie*	*Central Railroad of N. J.*
West Shore	*Lehigh Valley*	*D., L. & W.*
New Haven	*Baltimore & Ohio*	*N. Y. O. & W.*

Cesco

LOOSE LEAF

THE Cesco Line comprises a *complete* assortment of modern business tools — Loose Leaf Binders and Accounting Forms for *every* conceivable purpose.

It is a line of *individuality* — each item — from the vest pocket book to the highest grade ledger—with some distinguishing features.

Exceptional facilities for the manufacture of Ruled Forms, Manifold Billing Blanks and all Loose Leaf Sheets.

Catalogue on Request

THE C. E. SHEPPARD CO.

VAN ALST and 13th STREET, LONG ISLAND CITY

NEW YORK CITY

Kew Gardens

Long Island

The High Point of Queens

Kew Gardens is 16 minutes by train from Pennsylvania Station, Manhattan, and it is not over 15 minutes run by automobile from Bridge Plaza, Long Island City. A finer climate and a more beautiful development than any other nearby suburb. We offer plots full of individuality and a home-building plan that will interest you; also new houses just finishing.

Edgeworth Smith, Inc.

Sole Agent

New York Office at
1 West 34th Street
Phone Greeley 5250

Kew Gardens Office at
City Bound Station Platform
Phone Richmond Hill 1713

COKE

Anthracite

TISCO COAL

WOOD

Bituminous

DOMESTIC AND STEAM SIZES

For over 70 years we have been supplying the merchants and manufacturers of this vicinity with the best quality of coal and can fill your requirements efficiently, speedily and with the least possible delay.

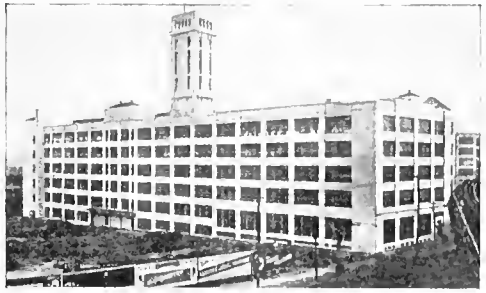
TISDALE LUMBER CO.

Lumber, Mill Work and Trim

1000 Boulevard, L. I. City, N. Y., Phone Astoria 790

Some of the Properties Established by Us in Long Island City — —

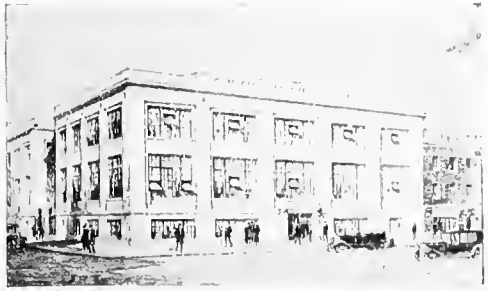
BLOODGOOD



The Tiffin Products, Inc.
Built for John K. Stewart Mfg. Co.

Garford Motor Truck Co., Inc.

The New York Consolidated Card Co.

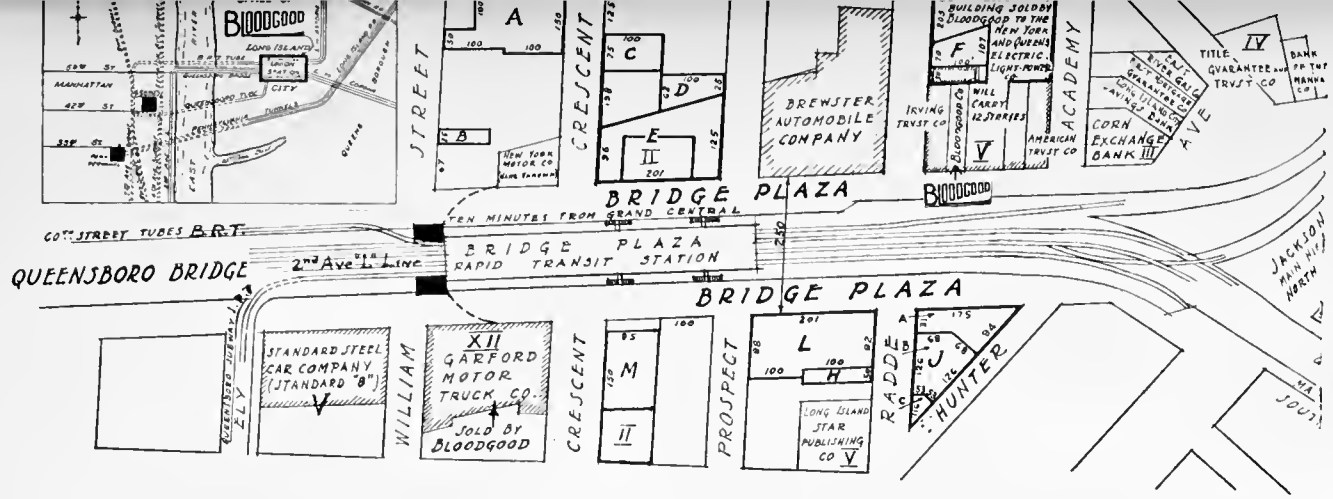


G. M. Film Printing Corporation

New York & Queens Electric Light & Power Company

BLOODGOOD

BLOODGOOD



In the Bridge Plaza District, we are Sole Agents for the 14 parcels shown on above diagram, lettered A-B-C-D-E-F-H-J-a, b, c-L-M-N. Permanently improved ownerships also shown on diagram.

¶ We are Specialists in High Class Industrial and Commercial Properties in Queens Borough

—and Sole Agents for the choicest plots in L. I. City.

Write for Illustrated Folder

WM. D. BLOODGOOD & CO.

Incorporated

REAL ESTATE

Bridge Plaza
- Long Island City

Telephone
Astoria 1605

BLOODGOOD

ROMAN-CALLMAN CO.

INDUSTRIAL LOCATIONS CONSTRUCTION FINANCED

REAL ESTATE

BRIDGE PLAZA

PLOTTAGE FOR APARTMENT HOUSES

LONG ISLAND CITY, N. Y.

Some Important Industries We Have Located Here

METROPOLITAN LIFE INS. CO.	Printing Plant	200,000 square ft.
STANDARD STEEL CAR CO.	Service Station	150,000 "
GOULD MESEREAU CO.	Drapery Hardw.	130,000 "
L. J. SELZNICK INC.	Studio	120,000 "
UNITED BUTTON CO.	Buttons	100,000 "
J. F. TAPLEY CO.	Book Binding	100,000 "
WAPPLER ELEC. CO.	Surgical App.	100,000 "
G. PIEL CO.	Auto Parts	70,000 "
PALMOLIVE SOAP CO.	Warehouse	60,000 "
EMERSON PHONOGRAPH CO.	Phono. Records	55,000 "
GEHNRICH IND. OVEN CO.	Enam. Ovens	50,000 "
WM. C. VAN BRUNT CO.	Iron Works	40,000 "
MAURICE MILLER	Smelting Plant	30,000 "
AUTO SALES CORP.	Vending Mach.	30,000 "
CHAS. M. SORENSON, INC.	Surg. Apparatus	30,000 "
MILLER SHOE CO.	Shoes	30,000 "
HIMOFF MACHINE CO.	Auto. Mach.	20,000 "
EMPIRE CITY IRON WORKS	Struct. Iron	20,000 "
HILL BUTTON WORKS	Celluloid But.	20,000 "
HARDITE METALS, INC.	Metallurgy	20,000 "
LAURAINE MAGNETO CO.	Magnetos	20,000 "
WALKER VEHICLE CO.	Auto Trucks	20,000 "
MORGAN GROSSMAN	Shoes	20,000 "
DELATOUR BEVERAGE CORP.	Beverages	20,000 "

ROMAN-CALLMAN CO.

INDUSTRIAL LOCATIONS CONSTRUCTION FINANCED

REAL ESTATE

BRIDGE PLAZA

PLOTTAGE FOR APARTMENT HOUSES

LONG ISLAND CITY, N. Y.

CLASSIFIED DIRECTORY OF ADVERTISERS

PAGE

ACCOUNTANTS and AUDITORS
Century Audit Corporation 227
ADVERTISING
Queens Advertising Agency 229
AIRPLANES
L. W. F. Engineering Co. 168
ANCHORS
Irving Iron Works 164
APARTMENTS
Queensboro Corporation 165
ARCHITECTS and ENGINEERS
Ballinger & Perrot 200-1
Francisco & Jacobus 199
ARTESIAN WELLS
Sweeney & Gray Co. 226
AUTOMOBILES
Harrolds Motor Car Co. (Pierce-Arrow) 173
Old Reliable Motor Truck Co. ...228
Packard Motor Car Co. of N. Y. ..187
Transport Service Inc. 220
Thoroughfare Garage 226
The White Company 215
AUTOMOBILE ACCESSORIES & SUPPLIES.
Brunswicke-Balke-Collender Co. ..172
Metal Stamping Co. 162
Motometer Co. Inc. 207
Thoroughfare Garage 226
Transport Service, Inc. 220
BAGS & BAGGING
Young & Metzner 178
BALL BEARINGS
Norma Company of America 192
BANKS
American Trust Company 168
Bank of the Manhattan Company ..163
The Corn Exchange Bank 167
First National Bank of Whitestone 226
New York National Irving Bank ...225
BATTERIES
American Ever Ready Works 194
BEDS & BEDDING
Defender Manufacturing Co. 176
Manhattan-Rome Co. 175
BILLBOARD POSTERS
Latham Litho & Printing Co. 171
BISCUITS
Loose-Wiles Biscuit Co. 161
BOILERS
Cole-Duncan Boiler Works, Inc. ...199
The Christopher Cunningham Co. ..198

PAGE

BOOK BINDING
Long Island Star Publishing Co. ...213
J. F. Tapley Co. 212
BOXES (Cardboard)
Brockway-Fitzhugh-Stewart, Inc. ..212
BRICK
Clonin & Messenger 226
J. P. Duffy Co. 218
Greenpoint Fire Brick Co. 178
Hunterspoint Lumber & Supply Co. 180
BRONZE & IRON WORK (Ornamental)
Tiffany Studios 180
BUILDERS (Homes & Factories)
Ballinger & Perrot 200-1
Cross & Brown Co. 202
Degnon Realty & Terminal Improv. Co. 196-7
Dickel Construction Co. 188
W. R. Gibson 209
Louis Gold 205
Hamilton & Chambers Co. Inc. 224
M. & L. Hess, Inc. 204
C. Curtis Woodruff & Co. 190
John T. Woodruff & Son 162
CANDY
Tiffin Products, Inc. 194
CASKETS
National Casket Co. 172
CASTINGS (Iron)
Long Island Foundry Co. 186
CEMENT
Clonin & Messenger 226
J. P. Duffy Company 218
Hunterspoint Lumber & Supply Co. 180
CHEWING GUM
Wm. Wrigley Jr. & Co. 190
COAL
Jurgen Rathjen Co. 184
Tisdale Lumber Co. 231
COLOR GRINDERS
Edward Smith & Co. 222
CONTAINERS (Shipping)
Brockway-Fitzhugh-Stewart, Inc. ..212
CRANES & HOISTS (Electric)
Columbia Hoist & Machine Co. ...229
DOORS & WINDOWS
Howell, Field & Goddard, Inc. 208
The Weisberg-Baer Co. 210
ELECTRICAL ENGINEERS & CONTRACTORS.
Austin & Moore, Inc. 191
H. B. K. Electric Co. 223
Quinn Electric Co. 218

CLASSIFIED LIST OF ADVERTISERS—(Continued)

PAGE

ELECTRIC POWER & LIGHTING
N. Y. & Q. Elec. Light & Power Co. 216-7

ENGINEERS & CONTRACTORS
Ballinger & Perrot 200-1
Francisco & Jacobus 199
Hamilton & Chambers Co., Inc. 224
LaCour Iron Works 229
H. J. Mullen Contracting Co. 228

FACTORY SITES
W. D. Bloodgood & Co. 232-3
Cross & Brown Co. 202
Degnon Realty & Terminal Imp. Co. 196-7
Henry Duchardt 170
Judson A. Harrington 210
M. & L. Hess, Inc. 204
Kouwenhoven Estates, Inc. 164
George J. Ryan 166
Jamaica Property Corp. 214
Harvey B. Newins 228
John W. Rapp 166
Roman-Callman Co. 234
Roe H. Smith & Co. 186

FILING DEVICES
Sadlier-Walters Co. 228

FLASHLIGHTS
American Ever Ready Works 194

FLOUR & FEED
J. & T. Adikes 178

FURNITURE
S. Karpen & Bros. 208
The Orsenigo Co. 293

GARAGES
Thoroughfare Garage 226
Transport Service, Inc. 220

GLASS
Jos. Elias & Co. Inc. 192

HARDWARE
A. Recknagel, Inc. 202

HAULING
Queens Haulage Corp. 210

HOTELS
The Knott Hotels 182
Sage Foundation Homes Co. 169

HOUSES
Allyn-Hall Realty Co. 202
Dickel Construction Co. 188
W. R. Gibson 209
Howard Estates Development Co. 190
Laurelton Sales Co. 185
L'Ecluse, Washburn & Co. 192
Cord Meyer Development Co. 179
Rickert Brown Realty Co. 221
Sage Foundation Homes Co. 169
Edgeworth Smith, Inc. 231
Roe H. Smith & Co. 186

HOUSE WRECKING
Donner House Wrecking Co., Inc. 206

HYDRAULIC ENGINEERS
Sweeney & Gray Co. 226

ICE
Knickerbocker Ice Co. 208

PAGE

INSURANCE
Henry M. Dietz 186
Home Insurance Co. 188
Home Title Insurance Co. 181
Metropolitan Life Insurance Co. ..211
Edward Ruth, Jr. 228
George J. Ryan 166
Ten Eyck & Wangeman 172

INTERIOR WOODWORK
The Weisberg-Baer Co. 210

IRON
Egleston & Bros. Co., Inc. 170
Irving Iron Works 164
LaCour Iron Works 229

LIGHTING FIXTURES
Cassidy Co., Inc. 210
Tiffany Studios 180

LIME
Clonin & Messenger 226
J. P. Duffy Co. 218
Hunterspoint Lumber & Supply Co. 180
Queensborough Lumber Co., Inc. ...176

LITHOGRAPHING
Brett Lithographing Co. 214
Latham Litho & Printing Co. 171

LOOSE LEAF BINDERS
C. E. Sheppard Co., The 230

LUMBER
Astoria Mahogany Co. 184
Donner House Wrecking Co., Inc. 206
Earl A. Gillespie 229
Hunterspoint Lumber & Supply Co. 180
Queensborough Lumber Co., Inc. ...176
Tisdale Lumber Co. 231

MACARONI
Ronzoni Macaroni Co., Inc. 220

MACHINISTS
Sweeney & Gray Co. 226

MARBLE
Voska, Foelsch & Sidlo, Inc. 174

METAL POLISHES
Grady Mfg. Co. 220

METAL SPECIALTIES
Imperial Metal Mfg. Corp. 220

METERS
Motometer Co., Inc. (Autos) 207
Neptune Meter Co. (Water) 193

MIRRORS
Jos. Elias & Co., Inc. 192

MORTGAGES & LOANS
First Mortgage Guarantee Co. ...164
Dickel Construction Co. 188
Henry M. Dietz 186
Lawyers Title & Trust Co. 224
Long Island Finance Corp. 224
George J. Ryan 166
Title Guarantee & Trust Co. 190
United States Title Guaranty Co. ..188

CLASSIFIED LIST OF ADVERTISERS.—(Continued)

PAGE

NEWSPAPERS
Long Island Star Publishing Co. ...213

OFFICE FURNITURE & SUPPLIES
Sadlier-Walters Co. 228

OIL (Lubricating)
Three-In-One-Oil Co. 183

OVEN BUILDERS
Gehnrich Indirect Heat Oven Co. ..204

PACKING BOXES
The Weisberg-Baer Co. 210

PAINT & VARNISH
Emil Calman & Co. 174
Matheson Lead Co. 228
Edward Smith & Co. 222
C. A. Willey Co. 208

PAVING & SEWER CONSTRUCTION
H. J. Mullen Contracting Co. ...228

PIANOS
Steinway & Sons 195

PIPE (Iron)
John Simmons Co. 221

PIPES (Smokers)
Wm. Demuth & Co. 176

PLUMBING SUPPLIES & CONTRACTING.
The J. L. Mott Iron Works 206
George M. O'Connor 192
G. J. Staats 226

PRINTING
Brett Lithographing Co. 214
Brooklyn Daily Eagle (Job Printing Dept.) 222
Latham Litho & Printing Co. 171
Long Island Star Publishing Co. ...213
Sadlier-Walters Co. 228

REAL ESTATE
Allyn-Hall Realty Co. 202
W. D. Bloodgood & Co. 232-3
Cross & Brown Co. 202
Degnon Realty & Terminal Imp. Co. 196-7
Dickel Construction Co. 188
Henry M. Dietz 186
Henry Duchardt 170
Halleran Agency 222
Judson A. Harrington 210
M. & L. Hess, Inc. 204
Howard Estates Development Co. ..190
Kew Gardens 231
Jamaica Property Corp. 214
Kouwenhoven Estates, Inc. 164
Laurelton Sales Co. 185
L'Ecluse, Washburn & Co. 192
Cord Meyer Development Co. ...179
Harvey B. Newins 228
Queensboro Corporation 165
Roman-Callman Co. 234

PAGE
Rickert Brown Realty Co. 221
John W. Rapp 166
Edward Ruth, Jr. 228
George J. Ryan 166
Sage Foundation Homes Co. 169
Edgeworth Smith, Inc., ...231
Roe H. Smith & Co. 186
Ten Eyck & Wangeman 172

RIBBONS
Wm. Wicke Ribbon Co. 218

ROOFING
A. Recknagel, Inc. 202

SAND
Hunterspoint Lumber & Supply Co. 180

SHEET METAL PRODUCTS
Hunter Illuminated Car Sign Co. ..182

SHINGLES (Latite Asphalt)
Howell, Field & Goddard, Inc. ...208

SHOES & RUBBERS
Beacon Falls Rubber Shoe Co. ...178
Kozak & McLoughlin 174
Rosenwasser Bros. Inc. 199

SILK DYEING
Payet Silk Dyeing Corp. 228

SILKS
Acorn Silk Co. 174

SNAP FASTENERS
Waldes & Co., Inc. 180

SPICES
E. R. Durkee & Co. 210

SPRINKLER TOPS
Imperial Metal Mfg. Corp. 220

STACKS
The Christopher Cunningham Co. 198
Cole-Duncan Boiler Works, Inc. ...199

STATIONERY SUPPLIES
Sadlier-Walters Co. 228

STEEL
Egleston & Bros. Co., Inc. 170
Hamilton & Chambers Co., Inc. 224
Irving Iron Works 164
LaCour Iron Works 220
National Bridge Works 198

STORAGE
Queens Haulage Corp. 210
Transport Service, Inc. 220

SUGAR
The National Sugar Refining Co. ...177

TANKS (Steel)
Cole-Duncan Boiler Works, Inc. ..199
Hamilton & Chambers Co., Inc. 224

TERMINALS (Freight)
Brooklyn Eastern Dist. Ter. Co. 230
Degnon Realty & Terminal Imp. Co. 196-7

CLASSIFIED LIST OF ADVERTISERS. Continued

TIRES (Auto)
Brunswick-Balke-Collender Co. ...172
TOWING
Newtown Creek Towing Co. 220
VARNISHES
Emil Calman & Co. 174
Edward Smith & Co. 222
The Thibaut & Walker Co. 227
C. A. Willey Co. 208
VENEERS
Astoria Mahogany Co. 184
WASTE
John A. Petry 222
WELDING (arc-oxy-acetylene-electro)
Hunter Illuminated Car Sign Co. ..182
WHITE LEAD
Matheson Lead Co. 228
WIPERS
John A. Petry 222

ALPHABETICAL LIST OF ADVERTISERS

PAGE
Acorn Silk Company 174
Adikes, J. & T. 178
Allyn-Hall Realty Co. 202
American Ever Ready Works 194
American Trust Co., The 168
Astoria Mahogany Co., Inc. 184
Austin & Moore, Inc. 191

Ballinger & Perrot 200-1
Bank of the Manhattan Company...163
Beacon Falls Rubber Shoe Co. 178
Bloodgood & Co., W. D. 232-3
Brett Lithographing Co. 214
Brockway-Fitzhugh-Stewart, Inc. 212
Brooklyn Daily Eagle, The (Job Printing Dept.) 222
Brunswick-Balke-Collender Co., The .172
Brooklyn Eastern District Terminal Co. 230

Calman & Co., Emil 174
Cassidy Co., Inc. 210
Century Audit Corporation, The 227
Clonin & Messenger 226
Cole-Duncan Boiler Works, Inc. 199
Columbia Hoist & Machine Co. 229
PAGE
Commonwealth Fuel Co. 184
Columbia Paper Bag Co. .....—
Corn Exchange Bank, The 167
Cross & Brown Co. 202
Cunningham Co., The Christopher ...198

Defender Manufacturing Co., Inc. ..176
Degnon Realty & Terminal Improvement Co. 196-7
Demuth & Co., Wm. 176
Dickel Construction Co. 188
Dietz, Henry M. 186
Donner House Wrecking Co., Inc. ...206
Duchardt, Henry 170
Duffy Co., J. P. 218
Durkee & Co., E. R. 219

Egleston Bros. & Co., Inc. 170
Elias & Co., Inc., Joseph 192

First Mortgage Guarantee Co. 164
First National Bank of Whitestone..226
Francisco & Jacobus 199

Gehnrich Indirect Heat Oven Co., Inc. 204
Gibson, W. R. 209
Gillespie, Earl A. 229

PAGE

Gold, Louis 205
Grady Manufacturing Co. 220
Greenpoint Fire Brick Co. 178

H. B. K. Electric Company 223
Halleran Agency 222
Hamilton & Chambers Co. 224
Harrington, Judson A. 210
Harrolds Motor Car Co. 173
Hess, Inc., M. & L. 204
Home Insurance Company, The 188
Home Title Insurance Company of New York 181
Howard Estates Development Company 190
Howell, Field & Goddard, Inc. 208
Hunter Illuminated Car Sign Co., The 182
Hunterspoint Lumber & Supply Co., Inc. 180

Imperial Metal Manufacturing Corporation 220
Irving Iron Works Company 164

Jamaica Property Corporation 214
Jurgen Rathjen Company 184

Karpen & Bros., S. 208
Kew Gardens Inn 182
Kew Gardens 231
Knickerbocker Ice Co. 208
Konwenhoven Estates, Inc. 164
Kozak & McLoughlin, Inc. 174

L. W. F. Engineering Co., Inc. 168
LaCour Iron Works 229
Latham Litho & Printing Co. 171
Laurelton Sales Co., Inc. 185
L'Ecluse, Washburn & Co., Inc. 102
Lawyers Title & Trust Co. 224
Long Island Finance Corporation ...224
Long Island Foundry Co., Inc. 186
Long Island Railroad Co. .....—
Long Island Star Publishing Co. 213
Loose-Wiles Biscuit Co. 161

Manhattan-Rome Company 175
Matheson Lead Company 228
Metal Stamping Company 162
Metropolitan Life Insurance Co. 211
Meyer Development Co., Cord 179
Motometer Co., Inc., The 207
Mott Iron Works, The J. L. 206
Mullen Contracting Co., H. J. 228

National Bridge Works 198
National Casket Co. 172
National Sugar Refining Co., The ...177
Neptune Meter Co. 103
Newins, Inc., Harvey B. 228
Newtown Creek Towing Company ..220
New York National Irving Bank ...225

PAGE

New York & Queens Electric Light & Power Co. 216-17
New York Telephone Company ...—
Norma Company of America, The ...192

O'Connor, George M. 192
Old Reliable Motor Truck Company .228
Orsenigo Co., Inc., The 203

Packard Motor Car Company of New York, The 187
Payet Silk Dyeing Corporation 228
Petry, John A. 222

Queens Advertising Agency 229
Queens Haulage Corporation 210
Queensboro Corporation, The 165
Queensborough Lumber Co., Inc. ...176
Quinn Electric Company 218

Rapp, John W. 166
Recknagel, Inc., A. 202
Roman-Callman Company 234
Rickert-Brown Realty Co. 221
Ronzoni Macaroni Co., The 220
Rosenwasser Bros., Inc. 109
Ruth, Jr., Edward 228
Ryan, George J. 166

Sadlier-Walters Co. 228
Sage Foundation Homes Co. 169
Sheppard Co., C. E. 230
Simmons Co., John 221
Smith, Inc., Edgeworth (Kew Gardens) 231
Smith & Co., Edward 222
Smith & Co., Roe H. 186
Staats, Gustave J. 226
Steinway & Sons 195
Sweeney & Gray Co. 226

Tapley Company, J. F. 212
Ten Eyck & Wangeman, Inc. 172
Thibaut & Walker Co., The 227
Thoroughfare Garage 226
Three-In-One Oil Company 183
Tiffany Studios 180
Tiffin Products, Inc. 194
Tisdale Lumber Co. 231
Title Guarantee & Trust Co. 190
Transport Service, Inc. 220

United States Title Guarantee Co. ...188

Voska, Foelsch & Sidlo, Inc. 174

Waldes & Co., Inc. 189
Wangeman, Inc., R. Randel, ...172
Weisberg-Baer Co., The 210
White Company, The 215
Wicke Ribbon Co., Wm. 218
Willey Co., C. A. 208
Woodruff & Co., C. Curtis 100
Woodruff & Son, John T. 162
Wrigley, Jr. Co., Wm. 190

Young & Metzner 178

CONTENTS

	PAGE
INVITATION	1
FRONTISPIECE	2
TITLE PAGE	3
INTRODUCTION	5
HISTORICAL NOTES	6-7
GROWTH OF NEW YORK CITY	8-16
WATERFRONT DEVELOPMENT	17-38
Foreign Trade	20
Newtown Creek	20-23
Dutch Kills Creek	23
East River	23-27
Public Docks	27
Flushing Bay—Flushing Creek	28-31
Flushing Bay—Jamaica Bay Canal	32-34
Jamaica Bay	34-35
Barge Canal Terminals	36-38
BRIDGES	39-44
Queensboro Bridge	39-43
Tri-Borough Bridge	44
Other Bridges	44
NEW YORK CONNECTING RAILROAD	45-46
TROLLEY LINES	47-48
PENNSYLVANIA STATION	49-50
LONG ISLAND RAILROAD	51-65
History	52
Electrification	52-54
Tunnels under East River	54
Sunnyside Yard	54-55
Improvements	55-56
Woodside Transfer Station	57
Passenger Traffic	58
Freight Traffic and Facilities	58-60
Montauk Point Harbor	60
Stewart Railroad	61
Wholesale Market	62
Stations—Boroughs of Queens	63-64
War Record	64-65
RAPID TRANSIT	66-85
Rapid Transit Map	66
Benefits to Queens	67
Extensions into Queens Borough	69
Rapid Transit Centers	69-71
Queensboro Subway	71-73
Bridge Plaza Station	73
Astoria Extension	73-74
Corona Extension	75
Extension to Flushing	77
Lutheran Cemetery Extension	78
Liberty Avenue Extension	78-79
Jamaica Avenue Extension	79-80
Sixtieth Street Tunnel	81
Dual Operation	82
Crosstown Route	82-83
Part taken by Chamber	84-85
Growth in Passenger Traffic	85
INDUSTRIAL DEVELOPMENT	86-110
Queens as a Manufacturing Center	86
Zoning Law	86
Development prior to 1909	87-88
Industrial Growth 1909-1916	89-90
Industrial Census 1916	91-92
Industrial Development 1920	93
Nineteen Reasons that Attract New Industries	94-97
Benefits from New Industries	98
Rank of Queens in Manufacturing	99
New Industries 1918-1919	100
Articles Made in Queens	102-104
Factories	105-110
RESIDENTIAL	111-131
Residential Advantages	112-115
Effect of Industrial Development	116
Demand for Homes	116-118
Residential Development	119-131
First Ward	122-123
Second Ward	123-125
Third Ward	125-127
Fourth Ward	127-129
Fifth Ward	129-130
Homes for All	130-131
NEW BUILDINGS	132-134
BANKS	135-137
LIGHT, HEAT AND POWER	138-139
Electric Companies	138
Gas Companies	138-139
TELEPHONES	139-140
GOVERNMENT	141-142
QUEENS—A Community of Vast Resources. (By Borough President Maurice E. Connolly)	143-144
MORTGAGE LOANS	145
AREA	145-146
POPULATION	146
ASSESSED VALUATIONS	147
WATER SUPPLY	147
CHAMBER OF COMMERCE OF THE BOROUGH OF QUEENS	148-160
Officers, Directors, Executive Staff.	148
Reasons for Membership	149
Ninth Annual Dinner	150
Alphabetical List of Members (April 22, 1920)	151-159
Application Blank	159
Chart of Membership Growth	160
ADVERTISEMENTS	161-234
Classified Index	235-238
Alphabetical Index	238-239
CONTENTS	240

OCKER
SEP 14 1978